

2 DECEMBER 1955

1/-

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

Happy Christmas
Happy Motoring



SQUIRE 445
PLUS P.T. £225. 11" 0

Ford 5-Star motoring ★ the best at lowest cost





For Safety's sake — insist on

GIRLING

THE BEST BRAKES IN THE WORLD

SERVICE

WAY OUT AHEAD

FACTORY LINED REPLACEMENT BRAKE SHOES

FACTORY REBUILT DAMPERS

GENUINE GIRLING SPARES

GENUINE GIRLING CRIMSON BRAKE FLUID

AVAILABLE FROM EVERY AUTHORISED GIRLING SERVICE AGENT

GIRLING LIMITED • KINGS ROAD • TYSELEY • BIRMINGHAM 11

Winter SHELL is now in the pumps

The worse the weather, the greater your need for Winter Shell. Only Shell has both high octane and I.C.A. That's why

Shell is the most
powerful petrol
you can buy.



EMERGENCY CALL!

The fast, modern cars of London's Police are maintained at the highest possible pitch of performance and safety. They have to be. In moments of emergency there's no time for failure, no room for unnecessary risk. Every item of their equipment must be the best, the safest, tested and proved beyond question. It goes without saying, therefore, that the tyres they use are reinforced with High-Tenacity Rayon Cord.

This remarkable rayon was developed by Courtaulds in 1937 and further great strides were made during the early 40's to meet the urgent needs of war. Over the last 18 years the strength of Courtaulds' Rayon Cord has been increased by one third; its resistance to fatigue by from four to five times. Every year, more and more rayon tyres are in use covering more millions of miles in safety. Today, High-Tenacity Rayon Cord is acknowledged to be the world's leading tyre cord.

The same strength, the same reliability and long service—these are yours as well when you buy tyres moulded on a cord basis of High-Tenacity Rayon.



RAYON AT WAR ...

It took a war to establish rayon as the safest, most economical cord reinforcement for tyres. Equipped with Rayon Cord tyres, overloaded vehicles travelled great distances over rough country, without fear of tyre breakdown. Since then, the resistance to fatigue of Rayon Cord has been greatly increased and its strength improved by as much as 30% ...



RAYON TAKES 125 M.P.H. IMPACT ...

Today's improved Courtaulds rayon has a greater tensile strength than that of steel. This tyre was dropped from a 40 ft. tower ... hit the ground at a speed of 125 miles an hour with an impact greater than that of a jet plane landing. The tremendous force of the fall smashed the steel wheel on which the tyre was mounted, but not a single tyre cord was broken.

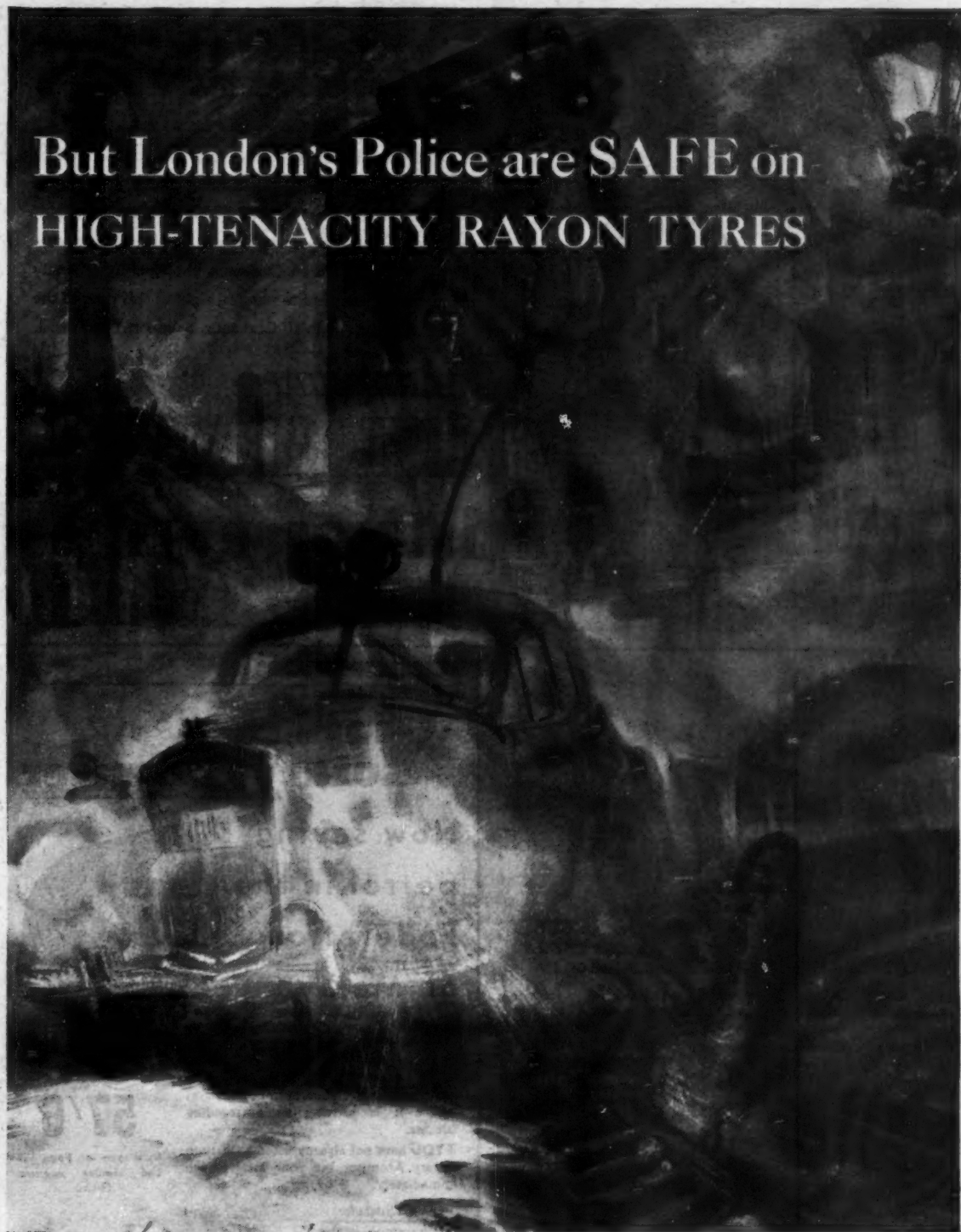


**RAYON IN THE NEW
TUBELESS TYRES ...**

The astonishing resistance of the new tubeless tyres to blowouts and punctures owes much to the great strength of High-Tenacity Rayon Cord. These new tyres, like most tyres on the road today, are built on a basis of this amazingly strong Tyre Cord. It keeps tyres running cooler ... adds many extra miles to tyre life.

You're safer when you ride on RAYON!

But London's Police are SAFE on HIGH-TENACITY RAYON TYRES



COURTAULDS HIGH-TENACITY RAYON — THE WORLD'S LEADING TYRE CORD



Gifts FOR ALL CAMERA USERS AT ALL PRICES

Choosing Christmas presents is easy with this special number of *AMATEUR PHOTOGRAPHER*. Containing literally hundreds of useful ideas on what to buy, PLUS—and this is most important, to amateur photographers—many interesting articles on photographic preparations, and on Christmas photography generally . . . it's just what you need to put you right at this time of the year. Be sure to get "A.P.'s" Christmas Number, 1/- as usual.

Amateur PHOTOGRAPHER

Christmas number

ALL NEWSAGENTS • DECEMBER 7 • 1s. 0d. as usual

a solid



Investment!

BATLEY

**MULTIPLE
CONCRETE
GARAGES**

Available from £55 to provide an unequalled investment and permanent source of income. 10/6d. per week rent will recover initial outlay in two years. Alternatively rentals will cover repayments under our attractive deferred terms scheme.

FREE DELIVERY IN
ENGLAND & WALES

Write now for illustrated
free brochure.

- Fireproof; rotproof; waterproof.
- Minimum maintenance required.
- Purchased by over 220 councils.

—and NOW...
ERECTION SERVICE AVAILABLE

ERNEST BATLEY LIMITED
60 COLLEDGE ROAD, HOLBROOKS, COVENTRY

Telephone 89245/6

Chatwin Rotary Atomiser

WORLD PATENTS APPLIED FOR

Now saving
petrol in the
Federation
of Malaya



RETAIL PRICE

57/6

In addition to saving petrol for thousands of motorists at home the Chatwin Rotary Atomiser has now joined the export drive. Over 2,000 have already been exported to the Federation of Malaya, where it is proving an outstanding success.

If YOU have not already fitted a Chatwin Rotary Atomiser see your local garage immediately.

Dual type for Ford V.8
and similar engines.
£5.10.0

Sole distributors:

J. HOLLIS & SON,
51/53 PARK STREET, BIRMINGHAM, 5
TELEPHONE: MIDLAND 4965

12

SEE HOW A SOLEX HELPS YOUR CAR

The last type of pump to be described in this series, when fitted with a low injector, gives the reverse effect of the pumps described in Nos. 8, 9 and 10 of our series, that is to say, it richens the mixture at part throttle cruising speeds, and weakens it at full throttle by shutting off the supplementary fuel supply from the pump.

Occasionally, twin carburettor six-cylinder engines require special treatment to counteract the effects of excessive choke pulsations referred to in Advertisement No. 5.

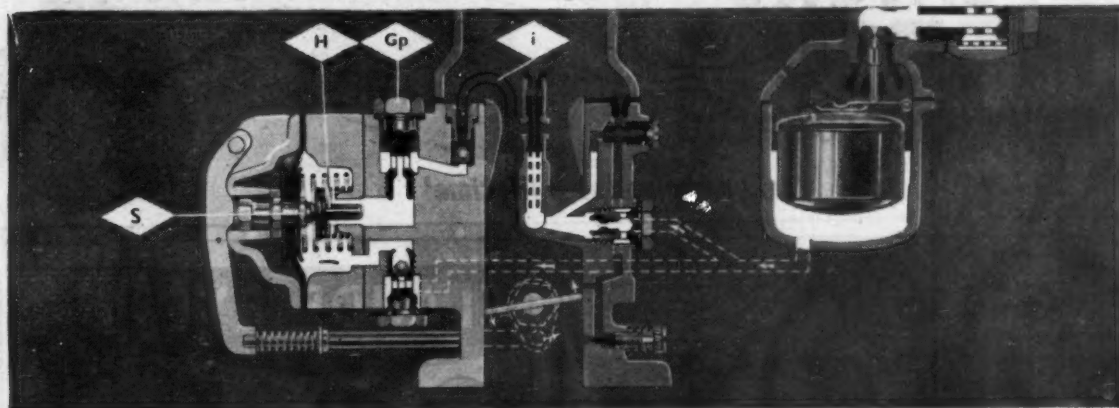
In such cases the pulsations are sufficient to obtain the main jet enrichment required at full throttle. However, weaker

this is the twelfth of a series of fourteen explanatory advertisements
(Copies of the first eleven are available on request)

pulsations at part throttle necessitate some assistance from the pump to obtain a balanced performance.

HOW IT WORKS Fuel is ejected from the pump in the normal way when accelerating as described in No. 7 of our series, past valve (H) which at this stage is held permanently open by its spring. At cruising speeds, depression acting on injector (i) continues to draw petrol past (H) to the capacity of pump jet (Gp) to supplement the main jet output.

At full throttle, spindle (S) bearing on valve (H) closes it, thereby cutting off all further supplies of fuel from the pump, the engine operating on the main jet supply only.



You're better off with a Solex because:—

Each phase of its design automatically ensures the accurate supply of petrol and air required by differing engine demands, BUT you can't get the best out of your Solex if it is worn. Our pamphlet 'Your Carburettor' explains why.

How to obtain a current design Solex carburettor:—

Complete the coupon and we will send you full details of our Reconditioned Service for Solex equipped cars, together with any published leaflet on the type we specify.

Our Exchange Service offers a reconditioned Solex, guaranteed equal to new, for cars with a post-1935 Solex—the old carburettor being taken in part exchange.

For cars with a pre-1936 Solex or not at present Solex equipped, new carburettors are offered at an attractive price with an allowance for the old model when surrendered.

the service carburettor

SOLEX

for every make of car

● post this coupon today

Solex was there

1932

Monte Carlo Rally

1st HOTCHKISS

1952

Liege-Rome-Liege

1st PORSCHE

To Solex Ltd., 223-231 Marylebone Road, London, N.W.1
Please send me your pamphlet 'Your Carburettor', also details of a Solex to suit my car and a list of Solex Service Stations.

NAME _____

ADDRESS _____

CAR _____

YEAR _____

H.P. _____

CARBURETTOR NOW FITTED _____

A.12

Quote letters and numerals on Float Chamber or rim of air intake if a Solex

Unfailingly fresh

Tobacco at its best.
 Player's Medium Navy Cut is
 once again supplied in the
 familiar pocket tin, vacuum
 sealed, which means that
 absolute freshness is
 retained and enjoyment
 assured whenever you buy it.

2 oz. tin 9/1d.

**PLAYER'S
 MEDIUM**
 NAVY CUT TOBACCO



To open, simply
 remove small rubber seal.



'The choice for a lifetime'

[NCT 87U]

**SEAT
 COVERS**

TARTAN, KIPP, BEDFORD
 CORDS, TYGAN, NYLON
 all in many colours, and the
 NEW OCELOT FUR FABRIC.
 All may be seen at our West
 End Showroom. Use coupon
 for patterns and price list.

Car-Coverall
 MONarch 1601-2

To Car-Coverall Ltd., 168 Regent Street, London, W.1

Make.....Year.....Model.....
 Name.....(BLOCK
 Address.....LETTERS
 PLEASE)
 Autocar, Dec. 2

CLAUDE RYE

LTD

NEW PLASTIC
 VINYL
 5 THOU. CAR
 COVERS

15ft. x 12ft. 50/-
 18ft. x 12ft. 55/-
 18ft. x 16ft. 70/-
 20ft. x 16ft. 85/-
 Post 2/-



NEW COURTESY
 COWL

Eliminates back glare.
 Essential for night
 driving or fog. Amber
 Cowl. 3/6 each.
 Chrome on Brass
 P. & P. 1/6.



NEW HEADLAMPS

All chrome, 7in.
 dia., domed glass.
 6 volt. Complete
 with bulb. Ex-
 ceptional value.
 Our Price 39/6
 Post & Pkg. 2/-



NEW TOW
 ROPE

Strong steel cable
 approx. 25ft. long.
 Price 2/6
 P. & P. 1/-



New Set of 2 SHORT RING
 SPANNERS
 Chrome Vanadium S.A.E.
 Metric or Whit.
 Set
 P. & P. 1/-



NEW STOP & TAIL LAMPS

For rear wings.
 Dikson Petrol
 and Oilproof lens
 in a chromium fin-
 ished oblong frame
 with rubber pad.
 Suitable for 6 or 12
 volts as fitted to
 most popular new
 cars. Pair 26/-
 Post & Pkg. 1/-



NEW ARTI DAZZLE GLASSES

Scientifically developed Daz-
 zle-proof lenses. Embodiment
 mercury coated half-moons
 at the top to reflect glare of
 and 12 oncoming headlamp. In fog
 and darkness lower portion of
 lenses acts as filter, giving
 suitable clear vision. Gold-plated
 frames, reinforced hockey end
 car pieces, binged joints with
 bridge and toggle.
 pads. P. & P. 1/-

NEW CLAUDE RYE
 BATTERY
 CHARGER

Scientifically developed Daz-
 zle-proof lenses. Embodiment
 mercury coated half-moons
 at the top to reflect glare of
 and 12 oncoming headlamp. In fog
 and darkness lower portion of
 lenses acts as filter, giving
 suitable clear vision. Gold-plated
 frames, reinforced hockey end
 car pieces, binged joints with
 bridge and toggle.
 pads. P. & P. 1/-



NEW 8-TON
 QUICK-LIFT
 RATCHET JACK

Height closed 8 in.
 Extended 18 in. With fold-
 over top for increased
 height. P. & P. 4/-



NEW 8-TON
 QUICK-LIFT
 RATCHET JACK

Height closed 8 in.
 Extended 18 in. With fold-
 over top for increased
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NEW CLAUDE RYE
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 frames, reinforced hockey end
 car pieces, binged joints with
 bridge and toggle.
 pads. P. & P. 1/-

895-921 FULHAM RD., LONDON, S.W.6
 RENOWN 6174 (20 lines)

Vacuum Oil Company Limited

announces that as from 1st December, 1955

it has changed its name to

MOBIL OIL COMPANY LIMITED



*The Flying Red Horse is the symbol
that identifies MOBIL products
throughout the world.*

Mobil Oil Company Limited

makers of

MOBILGAS • MOBILOIL • MOBILAND • MOBIL DIESEL

MOBILHEAT • DELVAC & SOVAC MOTOR TRANSPORT LUBRICANTS

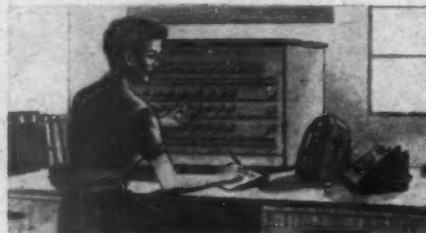
GARGOYLE INDUSTRIAL AND MARINE LUBRICANTS



← This was *ONCE* a business problem!

Holding on for connections, repeating conversations—tied to a telephone. All these meant loss of time, money and efficiency EVERY time you used a TELEPHONE.

No repetition of conversations when two or more people are together.



Doubles her efficiency... leaves both hands free for switchboard operation.

Leaves you free to refer to files whilst the receiver is still on the FONADEK.



A Fonadek by the 'phone guarantees increased efficiency, eliminating up to two hours wasted time each day. The Receiver (G.P.O. or Internal Telephone) is placed on the Fonadek, it is then possible to speak and hear freely whilst carrying on normal work.

Every one in your business from Executive to Telephone Operator needs a Fonadek.



... now solve yours with a **FONADEK** system

Just write Fonadek on your letterhead for our brochure

FONADEK (BRANSON) LTD. DEPT. A.U., Vivian Road, Birmingham 17.
Branches and Agents throughout the British Isles.

'Phone: HARborne 2267/8

Jubilee THE FINEST CLIP IN THE WORLD

THERE'S NEVER A DRIP
GENUINE
THROUGH A Jubilee CLIP

L. ROBINSON & CO. (LONDON) LTD.
London Chambers, 55, Abchurch Lane, E.C. 4

Christmas Gifts
for all motorists

A SELECTION FROM OUR LARGE STOCK:—

Ash Trays (suction).....	3 5
Polishes (windscreen sprays, etc.)	3 6
Night Driving Glasses	7 6
Wheel Gloves	10 6
Driver's Foam Rubber Cushions	10 6
Centre Arm-Rests with back	£2 5 0
Rugs (Wool Tartan).....	£2 10 0
Fitted Carpets (complete sets) from	£3 5 0
Car Seat Covers, Tartans, Duck, Leopardskin, etc., from...	£3 5 0
Hoods, Ready-to-fit from	£4 0 0
Radiator Muffs, from	£2 0 0
Rubber Driver's Mats, from	2 9
Plastic "All-Over" Car Covers, from	£1 6 6
Plastic "All-Over" Motor Cycle Covers, from	16 6
Spare Wheel Covers.....	£1 17 6

Also Tonneau Covers—Sidescreens, etc.

All Trimming Materials and fittings, etc., etc.

SEND FOR FREE BOOKLET AND PRICE LIST.

POSTAL SERVICE, IF REQUIRED.

Write to Dept. A, or telephone (all depts.) FLAmmen 3192.

Sales Dept.: Open Sat. until 5.30 p.m.

The LONDON TRIMMING Co.

Sales: 436 King's Road, Chelsea, London, S.W.18.
Works: 46, Queen's Gate Mews, Kensington, S.W.7.



Why juggle with forecourt sales?

The **AUTOBILL** Sales Register gives you —

- ★ Detailed record of all sales
- ★ Speedy cash control
- ★ Receipt to the customer
- ★ Stationery at lowest cost



AUTOBILL SALES REGISTER

The **AUTOBILL** one of the famous Automaticket range

Price: £29.10.0 (for credit control) £49.0.0 (for cash and credit control)

H.P. Terms Available

See a demonstration, 'phone or write to:

AUTOMATICKET LTD., 197 Wardour Street, London, W.1. GERard 3482/7

BRANCHES: Birmingham, Belfast, Cardiff, Bristol, Glasgow, Leeds, Liverpool, Manchester, Newcastle, Nottingham.

The Motorists Gift problem Solved

Chatwin Rotary Atomiser

EVERISS KIT PACK

Supplied by us

Owing to public demand the Atomiser is now available complete with recommended jet and fitting instructions to facilitate correct and easy installation for:

SOLEX.....£ 8 3
ZENITH.....£ 1 4
STROMBERG.....£ 2 1
S.U.£ 2 1

When ordering please state fullest particulars, i.e., make, model and year of car.

Cash with order or C.O.D.

Fitting instructions supplied

A gift that will save pounds every month, it gives increased mileage and acceleration, quicker starting and less engine-wear. Fitted and proved by thousands of motorists. Buy one for your friend . . . and one for yourself.

PRICE

57'6



Send this order form today

To PETROL ECONOMY DEVICES,
233 SOMERVILLE ROAD, BIRMINGHAM, 10

Tel.: VICTORIA 3665

Please send the EVERISS KIT PACK for

Make of car.....H.P.....Year.....

P.O. or Cheque.....enclosed or C.O.D.

Name

Address



Vacuum Variety

Whether it is football in the winter or tennis in 'the heat o' the sun', there comes a time when both players and onlookers feel the need for refreshment. The wise sportsman does not have to wait for that comforting hot beverage, that life saving iced drink. He carries a vacuum flask to the playing field, the golf course, the bowling green or the river, knowing that its contents, at just the right temperature, will be ready at just the right moment.

Keeps hot-Keeps cold in a

VACUUM FLASK

ISSUED BY THE VACUUM FLASK MANUFACTURERS OF GREAT BRITAIN



This new version of Thrussell's famous "Silverstone" motoring coat is proving immensely popular with motoring enthusiasts. Less expensive than the original, it offers the same remarkable protection from wet and cold, has the three-quarter length for comfort behind the wheel and the tailoring that lifts it out of the class of a "duffle."

Because there are no sizing difficulties, SILVERSTONE 12 can be bought through the post. Send us your height and chest measurement (and 12 guineas) and we will send you a coat on approval, with a guarantee to return the guinea if you are not fully satisfied.

Please make your cheque out to:—

Albert

Thrussell

Ltd., and

post to:—

Dept. 23D

9, Bennetts

Hill,

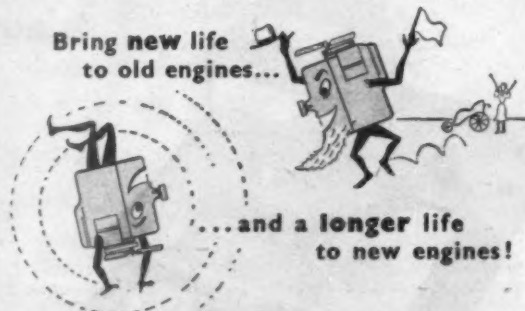
Birmingham 2.

Thrussells

The Man's Shop of the Midlands
for men who appreciate good clothes

FINA LUBRICATING OILS

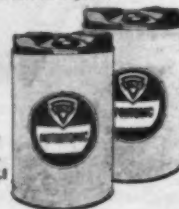
Bring new life
to old engines...



★ **FINA MOTORTONIC** A mildly detergent oil which counteracts the harmful effects of the acidic by-products of combustion and keeps pistons and ring grooves free from lacquer and carbon deposits.

★ **FINA PONTONIC** A multi-purpose gear oil for all types of rear axles and gear boxes. Flows freely at low temperatures and contains a special extreme pressure additive.

Write or phone for a fully descriptive leaflet to:
FINA PETROLEUM PRODUCTS LTD.
25, Victoria St. (South Block) London, S.W.1
Abbey 78"



STIRLING MOSS *has no time to lose ...*



... that's why he always uses a **NENETTE**

S TIRLING MOSS knows about cars—and how to care for them. That's why he has chosen a Nenette. In next to no time, with next to no effort, Nenette gets his car clean, spotless and showroom-shining, even when it's caked with mud and dust. Instantly, easily, *all in one go*, Nenette absorbs the dust, removes the dirt, applies the polish—and polishes handsomely. Nenette keeps a new car looking new, gives any car a new look—chrome, cellulose and all. No risk of scratches; no flying dust; no soiling hands or spoiling clothes; no need for water, work or *separate* polish. The soft, thick Nenette fringes are impregnated

with exclusive Nenetol, unique fluid with amazing dust-absorbing polish-applying action. It lasts for months, and can then be quickly, easily and inexpensively renewed. *Only Nenette contains Nenetol.* Give your car the Stirling Moss touch—get a Nenette to-day 16/9 (including Purchase Tax).

"NENETTE TOPS MY CHRISTMAS PRESENT LIST," says Stirling Moss

You, too, can give Nenette—in coloured Christmas wrap—to all your friends this Christmas. Other Nenette models—handy Home Polisher 16/9 (inc. P. Tax) and De Luxe Long-Handled Polisher 18/9 (inc. P. Tax)—make marvellous gifts for your womenfolk, giving

pleasure at Christmas and more leisure all the year round. *Get—and give—Nenette this Christmas.* Nenette is on sale at Garages, Hardware Stores and all Halfords branches. Nenette is an Autoclean Product.



LEXINGTON PRODUCTS LTD., 2 LEXINGTON STREET, W.1 (GERRARD S600)

CRAFTSMAN TAILORED

Servu

CAR SEAT COVERS

COMPLETE SETS
TAILORED IN

**BEDFORD CORD
RAYPROOF
TARTAN CLOTH
PLAID
RAYCHECK
COST**



GROUP 1	Austin, 8 h.p. and A30	1939-55	£7.15.0
	Ford, 8 and 10 h.p., Popular, Anglia and Prefect	1933-55	
	Morris, 8 h.p. and Minor	1936-55	
	Standard, 8 and 10 h.p.	1939-55	
GROUP 2	Austin, 10 h.p., A40 and A50	1937-55	£8.15.0
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	Riley, all saloons	1946-55	
	Singer, "10" and "Super 12"	1946-49	
	Standard, 12 and 14 h.p.	1939-49	
	Sunbeam-Talbot, Saloons and Coupes	1946-55	
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	A.C.	1949-55	
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	Bristol	1949-55	
	Daimler, Saloons	1949-55	
	Humber, Hawk and Super Snipe	1946-55	
	Jaguar	1946-55	
	Lanchester, 10 and 14 h.p. Saloons	1948-55	
	Lea-Francis, Saloons	1948-55	
	Morris, Six	1948-55	
	Rover, all Saloons	1938-55	
	Singer, S.M. 1500	1949-55	
	Standard, Vanguard	1948-55	
	Triumph, Renown, Razor Edge	1946-55	
	Vauxhall, Wyvern and Velox, "E" Type	1952-55	

Complete Set

RIB CORD FABRIC

IN MAROON, GREEN, FAWN, BLUE & BROWN

COSTS ONLY 55/-

32/-
FRONTS ONLY

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SERVU NEW REPP**

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Group 2	£6 10 0
Group 3	£7 10 0
Group 4	£8 10 0

Send this coupon for free copy of the Servu Catalogue o. Car Tailoring and Motoring and Travel Aids.

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Address.....

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GUARANTEE

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YEovil,
SOMERSET

Enhance
your new car with

HILLS

NUMBER PLATES

Literally outstanding with their raised, well designed letters and numerals, Hills' Number Plates really do enhance a car's appearance. Illustrated is

FLEXWYT

the modern triangular section digit. White throughout and unbreakable.



**DIE-PRESSED
ALUMINIUM**

You can choose between three grades — HIGHGRADE, POPULAR or LIGHTGRADE.

**RAPID, RELIABLE
TRADE SERVICE**

ONE HOUR for pressed plates if collected, or by return of post or passenger train. FLEXWYT or other made-up plates obtainable through all recognised factors.

HILLS
PATENTS LTD

HILLS HOUSE, CHENIES MEWS, W.O.I. TEL. EUSTON 5000 (6 lines)
ATALANTA WORKS, LONDON ROAD, STAINES. TEL. 5041 (6 lines)

— FACTORIES —

LONDON STAINES PARIS AMSTERDAM CAPETOWN

The OVERHEAD GARAGE DOOR

... that's so perfectly balanced ...

Perfectly balanced in design as well as operation, the Bolton "Glydover" all-steel overhead garage door slides—not tilts—up into the roof space at a touch of the hand, leaving the opening completely clear. A flexible rubber base seals slight floor irregularities.



BOLTON
"GLYDOVER"

OVERHEAD GARAGE DOORS

BOLTON GATE CO. LTD., BOLTON, LANCASHIRE

dm BG 166



Automatic operation, windows, etc., available as extras. Standard size: 8ft. wide x 7ft. high. Price £28 plus installation (quick and straightforward). Write for "Glydover" and "Dryvin" (Automatic Operation) leaflets A.U. '55.

Photo courtesy
C.B. Ratcliffe
D.A. (Manc.),
A.R.I.B.A.



Pure
Platinum Plated
'FILM STAR'
WATCH
Simulation
Diamond Set

SENT FOR ONLY
3/6 DEPOSIT
CASH PRICE £4 19/6

Setting closely resembles fine White Diamonds. This magnificently beautiful 'Ladies' Watch, sparkles like Stardust. Set on the four quarters is a choice of sapphire, ruby, or emerald coloured stones. Offered for the very first time in England. Accurate pin-lever jewelled movement. Comprehensive Guarantee. Only £4/19/6 on cordette or £1/- extra for dainty bracelet. Luminous dial 6/6 extra. Sent for 3/6 deposit. If satisfactory pay 18 fortnightly payments of 6/-. Plated with pure unadulterated Platinum. **FREE LISTS MANY OTHER WATCHES.**

Pure
Platinum Plated
GENTS CALENDAR
WATCH

SENT FOR ONLY
3/6 DEPOSIT
CASH PRICE £4 19/6



For the very first time you can own this wrist-watch, genuinely plated with pure unadulterated Platinum. With a calendar dial that keeps you regularly informed of the date. Novel but practical for all sportsmen and businessmen. Automatic action changes the date every 24 hours. Real pin-lever escapement, shock and dust resistant. Seal set case. Comprehensive guarantee. Only £4/19/6 on strap or £1/- extra for bracelet. Luminous dial 6/6 extra. Sent for 3/6 deposit. If satisfactory pay 18 fortnightly payments of 6/-. **FREE LISTS OTHER BARGAINS ON TERMS.**

VARIABLE MAGNIFICATION
HIGH & LOW POWER



GUNNERY TELESCOPES
SEVERAL
TELESCOPES IN ONE!

With usual Naval thoroughness these Naval Telescopes can not only be focused, but the power can be varied from low to high, with a twist of the wrist. **COST TO MAKE ON GOVERNMENT CONTRACT, £47.** This tremendous Telescope comes to you complete in its cabinet for only 75/- carriage 2/6. Absolutely unrepeatable so get in quickly and avoid being disappointed. Patterns very slightly. **LISTS, TELESCOPES, BINOCULARS, ETC. TERMS.**

SEND FOR FREE LISTS OF BINOCULARS, TENTS, WATCHES, MARGUERITES, TARPOLINE, TELESCOPES, SLEEPING BAGS, CAMPING EQUIPMENT, CAMERAS, ETC. TERMS.

HEADQUARTER and GENERAL SUPPLIES LTD.

(Dept. AUT. 74), 198/200, Goldharbour Lane, Loughborough Junction, London, S.E.5
Open all Saturday, 1 p.m. Wednesday. **PERSONAL CALLERS WELCOME**

FLEECY COAT
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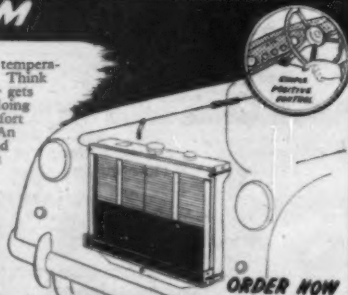
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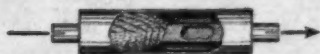
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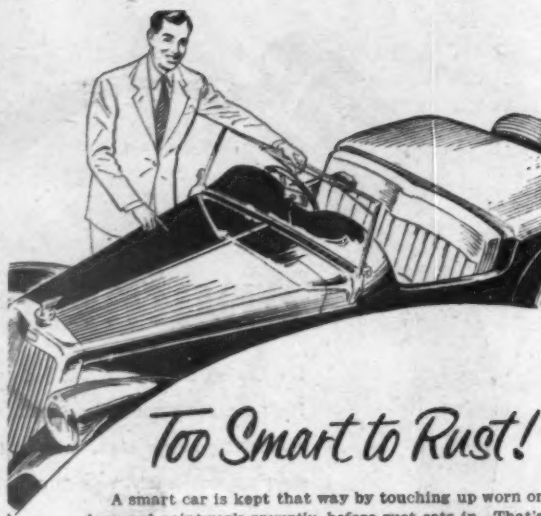
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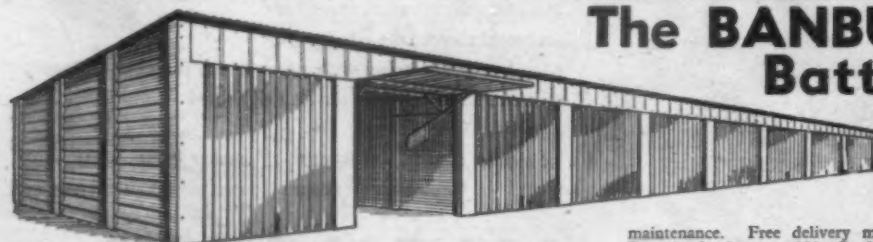
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The Autocar

FOUNDED 1895

No. 3131

Friday, 2 December 1955

Vol. 103

New Materials—Wear and Where

EXCEPT, perhaps, for polishing, cloth is finding fewer applications in the modern car than for many years past. We should not lament its passing, as a trimming material, to make way for newer synthetic fabrics, because from practically every point of view the latest plastics and glasses are superior.

Motorists want the interiors of their cars to wear well and to continue to look clean and smart. Many used cars which have otherwise kept their appearance have stained or sagging roof lining, which detracts at once from their appearance and value. Synthetic materials are durable and can be washed, thus it is not impractical to apply light coloured linings and trimmings which brighten the interior of the car and give a more spacious appearance.

These remarks are not intended to apply to seat coverings because these are so much a matter of cost and personal preference. While many would agree that there is nothing to equal good quality leather (which is washable) if you can afford it, others would say cloth is warmer and kinder to the clothing. Yet a third group might remark—what does it matter, I shall still fit tartan seat covers because they look smart.

Floor coverings present quite a problem to the car manufacturer. Smooth or ribbed rubber can be kept clean but it looks dull and wears or tears at pressure points. A thick woollen top carpet is lush feeling and reduces noise and draughts but if it becomes sodden—ugh! Frankly we feel that there is still some way to go before the ideal is found, and in the meantime good, durable non-absorbent matting with perhaps small loose carpets is a fair compromise for the ordinary car.

It is a little shattering to find that, having admired the natural wood graining of the fascia and side panels in an expensive car, they prove to be of plastic. If the indistinguishable high-quality synthetic wears better and otherwise does the job as well, is the real veneer still preferable? On this question we have an open mind.

Two words of warning: while brightening car interiors with new materials, let us not forget that they should be non-inflammable. Let us also avoid light and bright surfaces where they might cause reflections to distract the driver—instrument panels and tops are examples.

Hot Rod or Hearse

OCASIONALLY, familiar facts do not register until someone repeats them to you. If the information is less than welcome, this is particularly true.

It was Lord Brabazon who recently reminded a large gathering of guests of M.I.R.A. that there is only one man in the world who wants a car for motoring, for every 50 who want them for transportation. An almost unbelievable state of affairs to *The Autocar* and its readers but, nevertheless, one which this motoring-minded and car-exporting nation must accept.

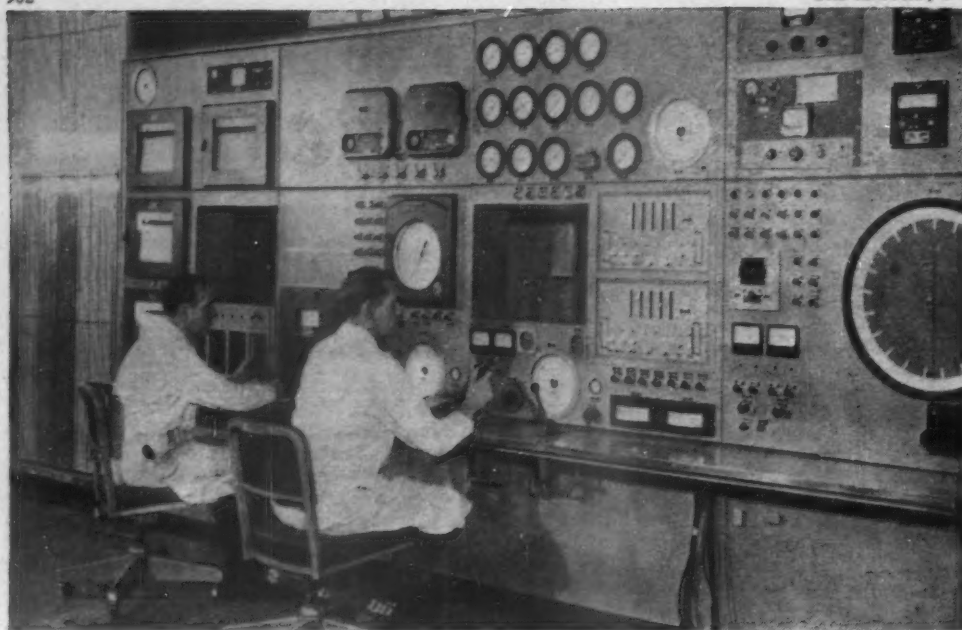
The implications are also obvious, but frequently ignored. They are that, while a stylish and attractive exterior will greatly facilitate the export salesman's job, especially where new owners are concerned, outside a very small specialized market reliability and economy are the qualities which enhance the reputation and continue to sell the car abroad.

Implicit in the acceptance of these facts—and examples of cars which fit age not hard to think of—is the responsibility of providing after-sales service, for routine maintenance and spare parts, which is also quick, efficient and economical.

British overseas sales in new areas are more than keeping pace with reductions experienced, for one reason or another, in some of the older markets such as Canada. British cars, year by year, approach nearer to the ideal of providing reliable transportation with character from which pleasure as well as usefulness can be derived. Here, enthusiasts accept—even applaud—temperament in a sports car but there are, as yet, few enthusiasts overseas. There, the majority seek trouble-free transport—effortless, soulless. It will be a long time before technical improvements permit manufacturers to sell and forget—and survive to tell the tale in the same market.

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Instrument panel, Ford gas turbine laboratory

GAS TURBINES : Progress Report from Ford

"The results of our research are encouraging and inspire us to accelerate our efforts in the development of the automotive gas turbine"

A. H. Beanfrere

(Gas Turbine Dept., Scientific Laboratory, Ford Motor Co.)

WHEN Ford of America established a gas turbine research laboratory, experienced observers in this country felt that the lead in the development of the turbine for road vehicles—at first held by Rover—had finally passed over the Atlantic. The facts of automotive life had begun to hammer home the truth previously: Chrysler Corporation had a turbocar—actually a Plymouth—with a heat exchanger; G.M. had the experimental Firebird, and obviously the third of the great competitive trio of the U.S.A. would not be left behind. Nor were they. It soon became known that Ford had a heat exchanger of practicable dimensions. The turbocar race had really begun.

Now Ford have issued a progress report and it is obvious that research is going ahead rapidly and thoroughly. With so much achieved—and with such high stakes—one naturally wonders how much more has been done behind the scenes, for gas turbine research is rather like the iceberg; only one-ninth shows.

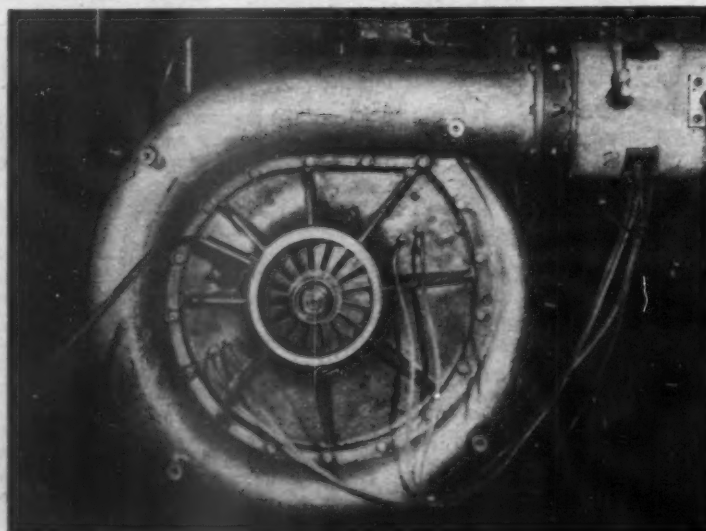
The company chose the more direct of the two approaches to the turbocar, maintaining that the solution of the many problems would be found rather through work on the basic components

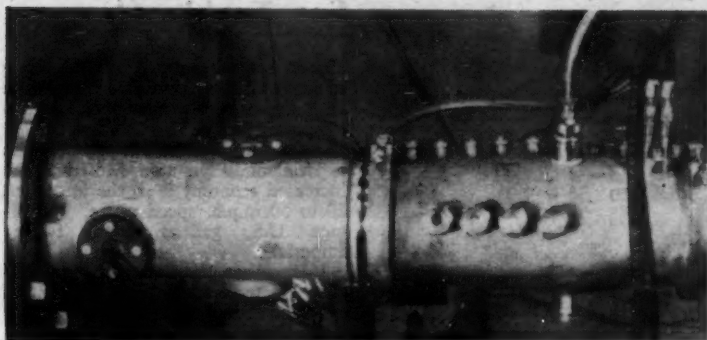
than by complex cycle arrangements. It must be realized that the design of a gas turbine to do a certain job of work is more a matter of component selection than anything else. Fundamentally there are two phases—the compressor and the power turbines—though a single-stage turbine, in which the power turbine also drives the compressor, is practicable. There is a choice of compressor design—axial or centrifugal, and the designer chooses

between these alternatives, decides that he will need a certain number of stages of compression, and thereafter lays out his engine to suit its task.

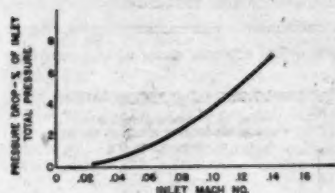
For the road vehicle, most people feel that the simple two-stage turbine is the most practicable, because of the tremendous advantage conferred by the free power turbine and because simplicity and economical manufacture are desirable. For the same reasons the centrifugal compressor has the edge on the axial. Ford were no ex-

Centrifugal compressor on test





BURNER PERFORMANCE



Burner on test and performance curve

ception, but they added the heat exchanger—vital to fuel economy—to the circuit, which thus became, in terms of air flow:

Compressor-heat exchanger-compressor turbine-power turbine-heat exchanger-exhaust.

It was resolved that the initial research programme should be the exploration of the basic components, and they were, therefore, designed as separate items—readily capable of being laid out to form a power unit, of course. They were, in fact, ducted together in order to undergo dynamometer testing.

The centrifugal compressor is shown on test with a most interesting item of test equipment. The "probe" running into the shroud near the inlet measures the blade running clearance to within a few thousandths of an inch. Blade clearance is critical in small turbine efficiency, and this device can measure the clearance at high temperature, showing the instantaneous gap at each blade tip. The principle used is the measurement of the electrical capacitance of the air

between the rotor and the stator, and the instrument was developed by Ford. Compressor results were satisfactory, efficiencies of around 78 per cent being obtained through the speed range; at maximum airflow and speed the compression ratio of this type of compressor is 4 to 1.

A typical can-type burner has been used to explore air-fuel ratios, the highest being over 300 to 1. A row of quartz windows enabled the flame to be observed throughout the combustion zones. The pressure drop—or inefficiency—of the burner increases as the speed of the airflow into the burner goes up, and the graph shows this pressure drop against intake air speed expressed as a Mach number (ratio of the speed of flow to the speed of sound, which is, therefore, Mach 1). A heat exchanger increases burner inlet temperatures, and consequently the Mach number, and Ford emphasize that the rapid pressure loss with increased air flow dictates extreme care in burner design.

Another photograph shows the compressor turbine on dynamometer test, fed by a vertical burner, visible top centre. This turbine is the typical radial inflow type, suitable for the installation, and chosen, Ford remark, to try

to obtain efficiency and breadth of range from a simple, rugged device; it had variable-area nozzles (adjustable entry blades on the casing, causing the gas to impinge on the turbine blades at the correct angle).

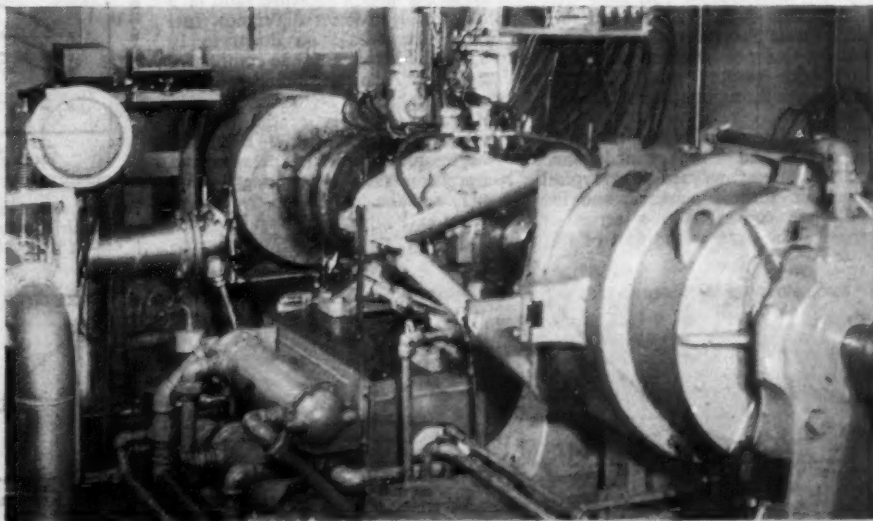
Results so far recorded have been duplicated, no doubt, in the course of research elsewhere. Now comes the interesting departure—an account of the Ford-evolved heat exchanger; so far, experimenters in turbocar technology have said very little about their work on heat exchangers, and such patents as exist are mostly for elaborate devices not suitable for the confined space of a car installation.

The Ford heat exchanger—brief details of which were published in *The Autocar* in June of this year—has a rotary matrix consisting of a porous metal disc which revolves at a low speed through the flowing streams of cold air and hot gas. Its diameter is 22in and it is formed by alternately winding corrugated and straight steel strip on a four-inch drum, effective diameter of the passages so formed being 0.026in. The metal walls of these passages soak up the heat from the turbine exhaust gas and return it continually to the incoming cold air. For test purposes the installation had long tapered ducts for the counterflow of air and gas, but the Ford report emphasizes that these were provided to give conditions of minimum turbulence for test purposes only. The streams are separated by rotary seals.

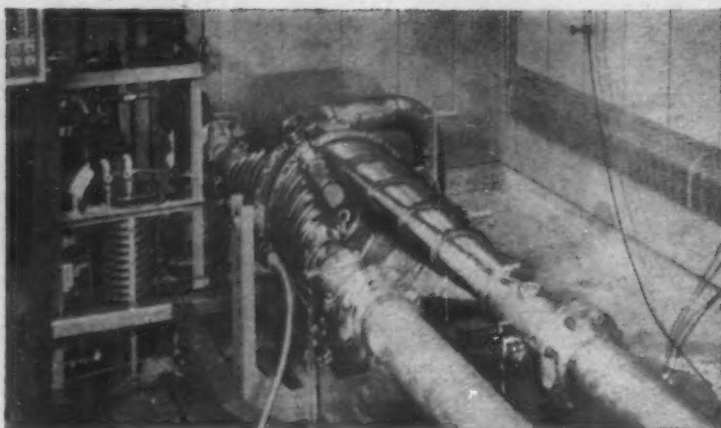
The performance graph of the heat exchanger is of great interest. The curves are for two different matrices—of the same configuration but of different passage dimensions. Effectiveness becomes less with increased flow, effectiveness being defined by the formula:

$$\eta_{ht} = \frac{\text{Temperature air out} - \text{Temperature air in}}{\text{Temperature gas in} - \text{Temperature air in}}$$

"These experimental results," say Ford, "have led us to the conclusion



Compressor turbine on dynamometer test

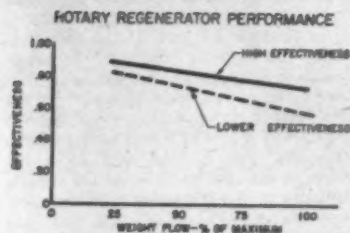


Gas Turbines . . .

cies as before, curve A results, rising to about 17 m.p.g., which is comparable with the m.p.g. performance of contemporary U.S.A. cars; this was about the figure quoted by Chrysler for the experimental Plymouth. Moreover, the increased economy is in the important 20 to 50 m.p.h. speed range. Seventeen U.S. gallons equal twenty Imperial.

If, however, the heat exchanger efficiency is reduced by as little as 5 per cent. the reduction in fuel economy is much more severe—about 23 per cent (curve B). Curve C shows the lower economy still which results from lower compressor and turbine efficiencies.

Turbine fuel economy under various conditions



Rotary heat exchanger and performance curves

that very high regenerator (heat exchanger) effectiveness can be accomplished in the limited space available for automotive application."

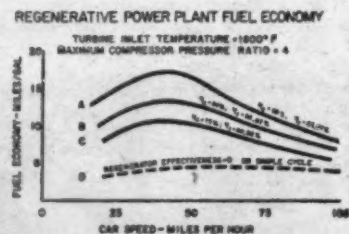
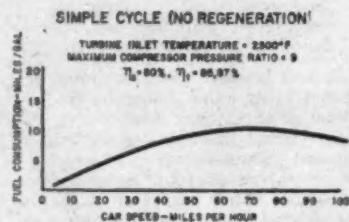
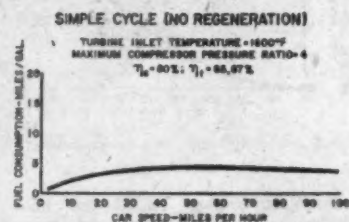
The company are refreshingly clear-sighted in their views. "The performance characteristics of gas turbine power plants in vehicle applications," they state, "are essentially determined by the component characteristics." The efficiency of the whole, in other words, is the efficiency of the component parts. Component characteristics, the report continues, must be made adequate to meet the fuel economy, acceleration and road load requirements of the vehicle, and suitable controls also must be provided to maintain the most efficient conditions within the power unit. Constant temperature throughout the load range is instanced.

The performance of the principal components, and of the thermodynamic conditions, was analysed in a typical saloon, gas turbine powered, and the results are conveyed in a series of graphs. They are at the foot of this

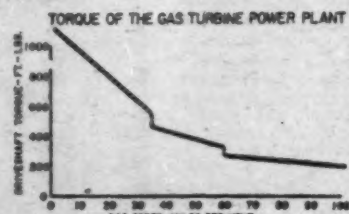
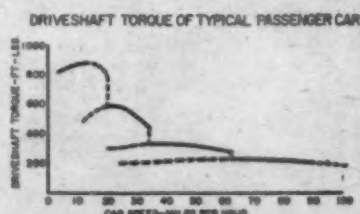
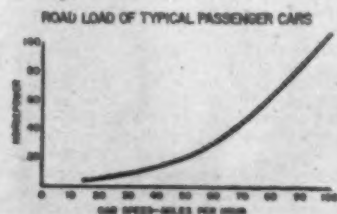
page. The first shows the horse-power required by a car to overcome tractive resistance at speeds up to 100 m.p.h. and the second the propeller-shaft torque of a car equipped with a four-speed automatic transmission. The third shows how the gas turbine, equipped with a simple three-speed transmission, has a better torque curve than the conventional piston engine with a four-speed transmission. This excellent torque is, of course, gained by virtue of the free power turbine, which enables the compressor turbine to be revved up independently of the power turbine, so that very high-pressure gas can impinge on the power turbine blades.

Fuel consumption without heat exchanger was by no means good, though rather better than reports would seem to suggest. Relevant curves are shown on the right. At a turbine inlet temperature of 1,600 deg F and compression ratio of 4 to 1 it did not exceed 5 m.p.g., in spite of assumed high component efficiencies—80 per cent for the compressor and 85 and 87 per cent for the turbines. With an increase of turbine inlet temperature to a theoretical 2,500 deg F and a pressure ratio of 9 to 1 there is a great difference, fuel consumption would go down to 10 m.p.g. at high speeds (same component efficiencies). This temperature is not yet practicable.

However, the effect of the heat exchanger is very marked. With the lower figures for inlet temperature and compression ratio (1,600 deg F and 4 to 1) and the higher effectiveness of the heat exchanger, as shown in a previous graph, but plus the same efficien-



Tractive resistance curve for passenger car (extreme left) and propeller-shaft torque curves of conventional and gas turbine transmissions



NEWS AND VIEWS

Tilbury-Gravesend Ferry

THE Tilbury-Gravesend car ferry over the Thames resumed operation last Sunday; it had been closed since November 11 for installation of a new pontoon.

For Christmas

ONE of the Associated Iliffe group of journals, *Amateur Photographer*, will publish a special Christmas number on December 7, providing much useful information on the choice of photographic goods as Christmas presents, in addition to photographic preparations for the festivities. This special number will cost 1s as usual.

By-Pass Link

FIVE and a half million pounds is the estimated cost of the 16-mile St. Albans by-pass, to link the Watford by-pass (A41) with A6 near Luton, joining the projected London-Yorkshire motorway at Pepperstock Junction, Bedfordshire. The proposed route has been published by the Minister of Transport, and is open to objections for a period of three months.

Holding Their Fire?

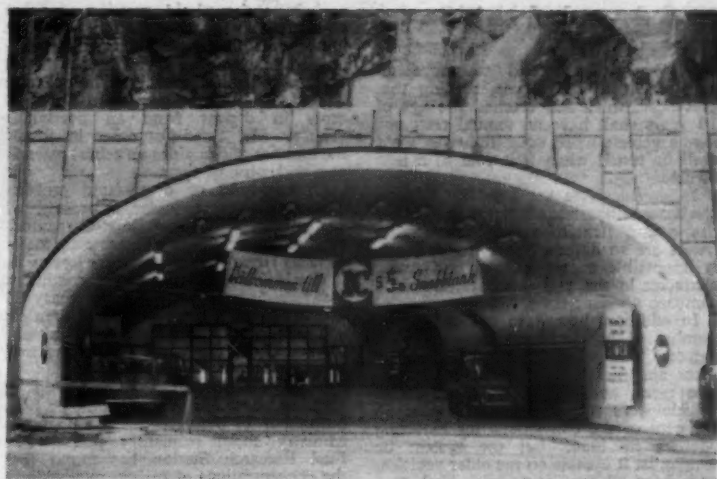
PLANS for a new, larger model of the Volkswagen are reported to have been shelved for the time being because the present model is still finding an ample market in foreign countries. There have been frequent reports of late that the new model has been thoroughly tested and is ready to go into production.

Off to Luton

NEW assistant chief engineer to Vauxhall Motors, Ltd., is Mr. Gerald M. Palmer, who has been appointed to a small group of senior engineers responsible to Mr. Maurice Platt, chief engineer. In the steady strengthening of its technical staff, the Luton section of the great General Motors empire is looking forward to the expansion of production facilities that is now being undertaken.

Freeing the Frontiers?

CUSTOMS experts of the United Nations inland transport committee in Geneva have completed a study of proposals to simplify frontier formalities for travellers, vehicles and goods. Among their recommendations is one for the introduction of a universal pass, to be issued at low cost by car clubs, banks and certain garages. Another proposal is for a car passport, which would be issued under the guarantee of a recognized association and would be valid for an unlimited number of journeys to all countries adopting the system. Representatives of Britain, France, Italy, Switzerland, Austria, Yugoslavia, Hungary, Czechoslovakia and Eastern Germany are included in the study group.



CAR PARK and atom bomb shelter is the dual purpose of this new feature of Stockholm. The entrance is hollowed out of solid rock and the structure is designed to accommodate 550 cars on two floors; it includes also a service station, with fuel pumps and greasing bays and even a bank office. If it were needed as a bomb shelter, it is estimated to accommodate 20,000 people

Issigonis: Alvis to B.M.C.

A JOINT statement from the respective chairmen of Alvis, Ltd. and the British Motor Corporation states that Mr. Alex Issigonis will be joining B.M.C. No details of the position which he will fulfil in the organization have been given. After early experience at Humbers, Ltd., Coventry, where he was engaged on suspension design, Mr. Issigonis joined Morris Motors, Ltd., before the second world war. He was eventually appointed chief engineer of the company, in which capacity he was responsible for the design of the Morris Minor.

For the past four years Mr. Issigonis has been employed by Alvis on the development of a new saloon car which incorporated some forward thinking ideas

from this experienced engineer. Of integral construction with a 3-litre V8 engine, rubber was employed in the suspension system which was interconnected between front and rear to eliminate pitch; unfortunately this project is to be discontinued. In a statement, Mr. J. J. Parkes, chairman of Alvis, Ltd., said that due to the present high cost of capital equipment, the plans for the production of this vehicle on a larger scale than hitherto undertaken by other models in the company's range, would be abandoned.

The company's efforts will be concentrated on production of the six-cylinder 3-litre Graber saloon, manufacturing arrangements for the coachwork of which have been concluded.

Westminster Commentary : On the Spot

THE axiom that there is nothing new under the sun suggests itself in relation to last week's proceedings at Westminster, but if the subjects discussed were mainly chestnuts, new light was thrown on how a number of them were to be roasted.

Further details of the spot checks which the Government propose to institute were given by Mr. Molson who, it will be remembered, forecast the scheme earlier in November, and whose hobby-horse it has been from the start. Under the grandiose plans which were thrown out by the House of Lords in the last Parliament, tests would have been carried out by private garages, and it was this provision to which the Lords took strong exception.

It is now intended that an authorized inspector should check brakes, silencer, steering, tyres, lighting equipment and reflectors, which is a far less exhaustive examination than that given at the Hendon experimental station. Vehicles would be stopped by a uniformed policeman, and the option of having a deferred test

would be given, except where accidents had occurred.

The object is to bring to the driver's notice any illegal defect, not to catch a large number of motorists and prosecute. Mr. Molson admitted the difficulty of recruiting suitable and qualified inspectors, then spoiled a sensible suggestion by adding that the most effective use of the system could be made, for example, by two inspectors and a policeman going to "places like roadhouses on a Saturday afternoon where a large number of vehicles would be parked and where it would be possible to carry out numerous inspections."

It would be very unpopular, commented Mr. Nabarro, but the Opposition thought it no substitute for a much more extensive, compulsory testing system such as that enforced by some States of America. New Jersey carries out biennial tests. Mr. George Strauss supported his argument by estimating the reduced casualty figures which would ensue, and he said that the saving in accidents would compensate for the cost of the scheme.

NEWS and VIEWS . . .

The Opposition intend to move an amendment to the clause, seeking that every car which has reached the age of 10 years shall have an annual test; and that a vehicle more than three years old shall be tested when it is sold to a new owner.

It is difficult to see how Mr. Strauss can draw comparisons between the United States and Britain, for the car-owning habits are so different over there, and it is impossible to relate road and traffic character in the two countries, let alone compare accident rates.

In addition, how does one assess the number of accidents caused by vehicle defects? The police estimated that equipment and maintenance of brakes, defective tyres, and dangerous condition of vehicle were responsible for a mere 51 per cent of the convictions for motoring offences in 1954. Let the system be simple; let it operate on the older vehicles; and above all, may it not give birth to a complete new branch of civil servants. Then—yes, have your spot tests, Mr. Molson.

Intermediate "thirties" signs to serve as a reminder within the limit area cannot legally be erected at present. Mr. Boyd-Carpenter was "horrified" to discover this, and it is proposed to legalize the position under the Road Traffic Bill. Fewer motorists would then be able to make the excuse that they "did not know it was a built-up area."

Disqualification anomalies were also discussed in committee at the eleventh sitting on the Road Traffic Bill. Members were worried because a long time had been spent discussing this punishment for speeding offences, and yet the courts did not have power to disqualify for the first offence of careless driving. Mr. Page, the pedestrians' champion, had put forward an amendment to Clause 25, attempting to confirm that disqualification could be ordered for an offence at a pedestrian crossing, and Sir Hugh Lucas-Tooth, for the Home Office, said that the 1930 Act applied, but promised to look at the point.

Perhaps the whole question of zebra crossings needs investigation, for the motorist is finding it increasingly difficult to acknowledge them in the busiest of streets without risking a bump from behind, or putting the person about to cross in danger from an overtaking vehicle. Mr. Boyd-Carpenter attributed the increase of casualties on zebras recently to a wider use of them.

Underground or overground crossing places will have to come, it seems, and particularly if Mr. Boyd-Carpenter's estimate of a 1,500,000 increase in motor vehicles over the next three years is realized. Think of the traffic conditions today, and imagine 1958; for every 11 vehicles in 1954 there will be 14 then. It certainly gives point to the Minister's remarks about the importance of the road programme.

More old favourites cropped up at question time in the Commons. On November 24 pressure was put upon the Ministry about pennant perils. The Fuel Research Station has found that the concentrations of carbon monoxide in the air from exhaust fumes were in every case well below danger level. And the suggestion that bumpers on private cars should be compulsorily of uniform height was firmly rejected by Mr. Boyd-Carpenter, unless safety made it strong and demonstrable. May I remind the Government that the case on safety grounds has been found "strong and demonstrable" in the United States. Where two cars collide, it is obviously advantageous that the bumpers should make contact first, and objections on the grounds of design difficulties merely help to condemn the manufacturers for lack of initiative and foresight.

STUDENT OF POLITICS.

The Brighton Run

TWO omissions occurred in the report of the Brighton Run in the *Autocar* of November 18. Included in the list of finishers should have been Ernest Hare (1900 M.M.C.) and A. M. Mackay (1899 Benz). In fact, both arrived at Brighton in good time, the Benz at 11.30 a.m., and the M.M.C. at 1 p.m.

Cars for Northern Ireland

RETURNS of motor vehicles registered for the first time in Northern Ireland during October show that the lead was held by Ford with 466 cars, followed by Austin 250, Morris 171, Standard 95 and Hillman 86; the total of foreign cars registered during the month was 35.

With a Learner Driver

THOSE who accompany learner drivers are urged by the Royal Automobile Club to consider carefully the implications of undertaking such a task. They must hold a current full licence covering the class of vehicle being driven by the learner at the time, and must have held that licence for two years or have passed a driving test. The law requires a supervisor to do as much as he can to make up for a learner's incompetence, and there have been several cases in which, after a learner has been convicted, the supervisor has also been found guilty of aiding and abetting the offence.

Sixty Years *The Autocar*

A 1903 Lanchester provides road impressions and a description for next week's Diamond Jubilee number, while an article discusses the history of road tests, and the modern side of the picture is presented by a test of the Jaguar XK140. The Circle of Nineteenth-Century motorists, costs and clothes for the first autocarists, and other veteran activities, continue the Jubilee theme. "Sammy" Davis gives reminiscences on famous cars of the past, and gear boxes through the years are discussed in a technical feature, while modern motorists will tour the mountains abroad and the wolds at home.

Atoms for Horse Power?

BY a technique similar to that utilized in this country in the laboratory, where test engines have been fitted with radio-active piston rings to enable quick and accurate measurements to be taken of wear, the Esso research centre in Linden, New Jersey, has such rings running on a road test car. Atomic energy is also being applied to research into speeding chemical reactions used in oil refining. A highly radio-active cobalt pipe, which gives off intense gamma radiation, is being used in laboratory pilot plant tests; in one of these a liquid chemical was turned into a solid substitute for glass, normally made by a series of chemical processes, in one hour's radiation.

Parking in Edinburgh

THOUGH Edinburgh Corporation has approved the draft of a provisional order for a proposed underground car park in East Princes Street Gardens, opposition is mounting, on the grounds of aesthetics and tradition, and the local authority has yet to decide whether the city should seek an order. Meanwhile the City Engineer has been instructed to investigate a site between Castle Terrace and Kings Stable Road, where it is stated that parking for 287 cars would cost £56,000, and for 218 more, on a deck above the first park, a further £65,400.



TWO NUMBER PLATES give the game away; this taxi—familiar sight in London streets—is seen some 3,000 miles distant, in Illinois, U.S.A. Registered in London in 1937, it did duty in the capital until it was shipped out to the order of an American vintage car enthusiast last summer. "Passenger" is Mr. W. J. Bornholdt, Leicester business man, who came upon the vehicle while visiting America, and for old time's sake welcomed a lift to the airport.

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New Cars Described

V-STYLING FOR LATEST HUDSONS

The V-grille surround merges into the lamp rings and the winking indicators are housed within the arms of horizontal Vs. The "air intakes" above the lamps are dummies



V-FRONTED Hornets and Wasps conjure up an entomological nightmare, but the latest Hudson cars bearing these insect names are, indeed, stylistically dominated by the V motif. There are vertical Vs and horizontal Vs, but the result has a certain homogeneity about it, and is rather obviously christened "V-line" styling by the manufacturer—the American Motors Corporation. Interior trims have been revised also.

Technically, improvements have been made to increase the performance of the three engines available in the range—two in-line six-cylinders and a V-eight. Power outputs for 1956 are as follows, the 1955 figure being in brackets: Wasp 6-cyl, 120 b.h.p. at 4,000 r.p.m. (115 at 4,000); Hornet 6-cyl, 165 b.h.p. at 3,800 r.p.m. (160 at 3,800); Hornet V-eight, 220 b.h.p. at 4,600 r.p.m. (208 at 4,200).

The V-eight increase is the significant one, and has involved considerable change in the engine in question. The bore is increased from 3½ in to 4 in (101.6 mm) and this, with the unchanged stroke of 3½ in (88.9 mm), gives a capacity of 352 cu in (5,768.26 c.c.), an increase of 32 cu

in (524.39 c.c.). The compression ratio has been raised from 8.25 to 9.55 to 1, and there is a new high-lift camshaft and a double-choke downdraught carburettor.

The Hornet six also has a high-lift camshaft, along with hydraulic tappets, but the compression ratio is unchanged at 7.5 to 1; with "Twin H-power"—a two-carburettor conversion—power is raised to 175 b.h.p. This conversion, with a compression ratio of 8 to 1, is also available on the Wasp six, raising the power of this engine to 130 b.h.p.

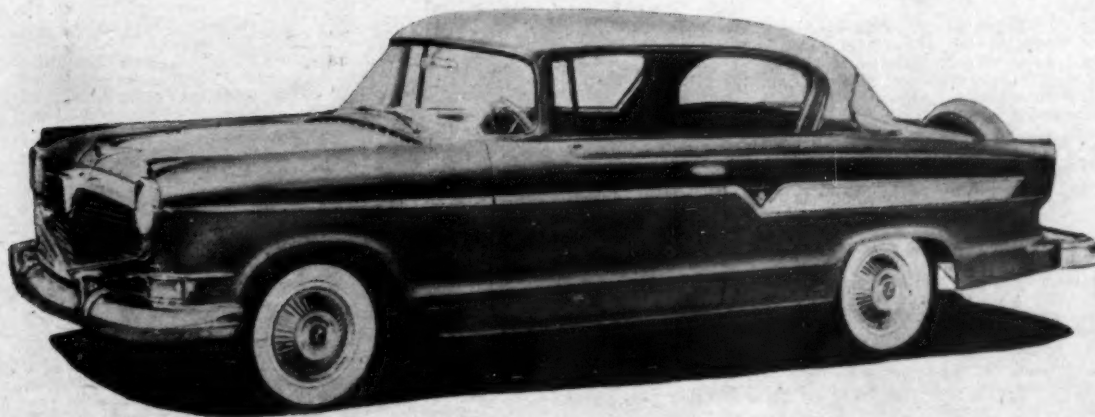
Torque figures for the three units are 158 lb ft at 1,400 r.p.m. (Wasp), 264 lb ft at 1,800 r.p.m. (Hornet six) and 320 lb ft at 2,200-2,500 r.p.m. (Hornet V-eight).

Four transmissions are available in the 1956 Hudsons. Normal three-speed synchromesh is standard on all six-cylinders, but automatic overdrive and Dual-Range Hydra-Matic transmission are optional; G.M.'s Hydra-Matic employs a fluid coupling with three planetary gear sets, giving four forward speeds and reverse. Changing is automatic, varying with car speed and throttle position. Twin Ultramatic transmission is available with Hornet models using the

most powerful engine, the V-eight. This is the Packard-evolved transmission using a four-element torque converter, planetary gearing and a direct-drive clutch, the converter (maximum multiplication 2.4 to 1) being employed only during acceleration. Change to direct drive is automatic by car speed and throttle position.

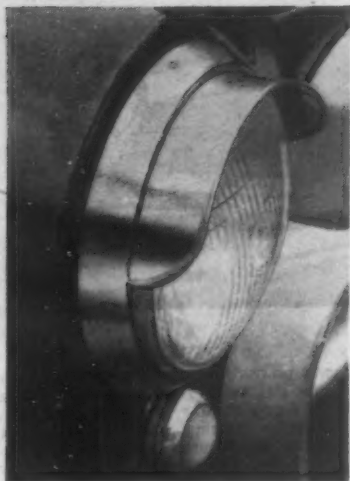
Hudsons are integrally constructed—unusual in U.S.A. cars—and six body styles are available. Interior fittings include a fascia crash pad, and there are 17 interior colour combinations; externally, six three-tone, 15 two-tone and 14 single colours are offered.

Amongst other available features are seats which convert into a bed, air conditioning, power steering, servo braking and power lifting for the windows. The front wheel brake linings of the Wasp have been increased in area, bringing the total lining area of the car up to 165 sq in from 155.36, and the electrical systems of all models are now 12-volt. Engine starting on automatic transmission models is accomplished by a further movement of the selector lever in the "N" position.



This is the Hornet V-eight hard-top, a two-door body with a single pillarless window. The V motif is repeated in the side chrome mouldings

ACCESSORIES



Unida head lamp hood



The Tudor Rite-Angle rear lamp

Fog Dazzle

A SUBSTANCE for coating head lamp lenses, to prevent the light "bouncing" back from fog and dazzling the driver, has been produced by Spax, Ltd., 61, Fortress Road, London, N.W.5. It is contained in a little bottle with a brush in the cap, and costs 3s. As an expedient, this Mortifog, as it is called, provides a coating of brownish yellow colour. It is easily wiped off with a wet cloth.

Coloured Luggage

THE tailored motoring suitcases of Auto Luggage, Ltd., Old Post Office Buildings, High Street, Barking, Essex, now afford a choice of colours. The covering material is I.C.I. Vynide, in maroon, blue, green, brown, and a parchment colour. All colours are of the pattern called Cordoba—a leathercloth with the faint lines and slight blotches of Spanish leather. This is particularly attractive in the parchment colour.

Lizardskin p.v.c.-coated leathercloth is available as a lining.

Parking Lamp

A NEW Raydyot parking lamp has a brass shell, chromium-plated, with white front and red rear lenses which are of the strong plastic Diakon. There is a two-pin fixing, and the lamp is seated on rubber. The makers are James Neale and Sons, Ltd., Graham Street, Birmingham, 1, and the price is 16s. This is a good lamp. The materials are satisfactory, and the undecorated appearance pleasing.



Front and rear lenses in the Raydyot parking lamp

Hoods for Head Lamps

NOW that the foggy season is here again the attraction of head lamp hoods to reduce the upward light rays increases; these rays can give an uncomfortable back-glare in severe fog. Unida Products, 22, Uxbridge Road, London, W.5, produce fashionable hoods of brass, chromium plated, which fit quickly and simply under the head lamp rim. They cost 7s 6d each. Well-rounded edges are a safety feature of the hoods.

Adjustable Reflector

LIKE most rear lamps nowadays, the new Rite-Angle model of Tudor Accessories, Ltd., Beaconsfield Road, Hayes, Middlesex, has a legal reflector incorporated in the lens. But to help in getting the reflector properly positioned—upright and straight facing to the rear, as the law requires, and a reflector's efficiency demands—the lens is socketed into the lamp lens. It can be adjusted, whatever the slope of the panel on which the lamp may be mounted. The price is 18s 6d. The lenses are of Diakon, a hard and strong plastic, and there is a well-plated mounting.

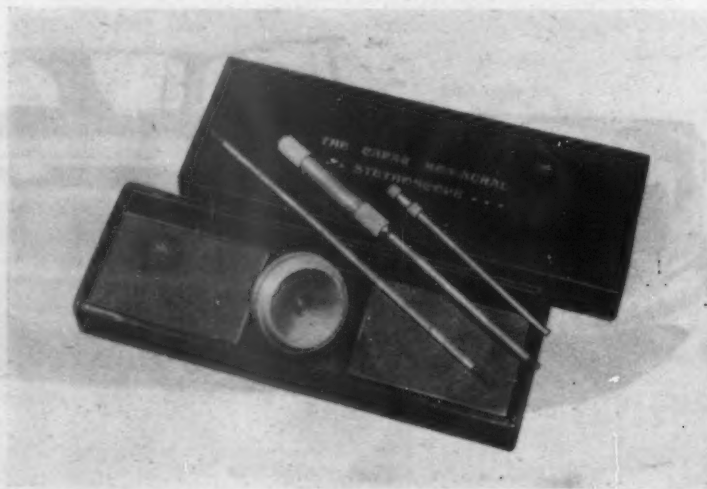
Engine Stethoscope

A POPULAR expedient, when one is seeking to trace an elusive noise in a car engine, is a screwdriver or similar tool which, with one end pressed to the ear and the other touching the engine block, relays and localizes the sounds from a particular part of the engine, so helping to locate the noise. Recently submitted for test was an engineer's stethoscope, intended to replace the usual makeshift device, and it was found in practice to be an excellent medium for the purpose.

It comprises an extremely well-made metal earpiece containing a nickel-silver diaphragm assembly, and three screwed listening rods—of a total length of 24½ in—with a hand grip conveniently placed about a third of the rod length from the earpiece. It would be an advantage in regular use, it was felt, to sheath the lower part of the rod in insulation material such as bicycle valve rubber, to prevent shocks being received inadvertently from an engine's ignition system.

The stethoscope, made by the Capac Co., Ltd., 2 Ullswater Road, London, S.W.13, is supplied in a fitted black case; it costs £3 12s.

The Capac engine stethoscope dismantled



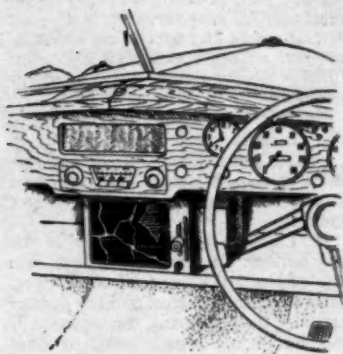


Dorman Supergrip and Superlux hand lamps



Light on the Job

TWO new handlamps have been introduced by Dorman and Smith, Ltd., Ordsal Electrical Works, Salford, Manchester, 5. The Supergrip (18s) has a spring-loaded pincer grip; the Superlux (14s) has a leather loop. In other details, the models are the same. The guards are tin-dipped, and fully earthed, and construction meets B.S. 1980 (1953). A detachable, semi-circular eyeshield prevents glare, and helps to direct the light on to the work.



Road maps on the lantern slide principle

TV Maps

AN attempt to solve the difficulty of driver map usage has been made by the Rotomap company, of Park Lodge, Park Road, Uxbridge, Middlesex. This takes the form of a lantern slide projector, the maps being printed in white on a black slide to prevent glare. Projection is through a screen measuring 6in by 4in, alongside which are the operating controls—the on-off switch for the head lamp bulb used for illumination, the map control which brings a new section of the slide into view, and the slot for slide insertion. The whole device takes a space 8in by 5in by a depth of 6in, and requires an extra 2½in of height behind the fascia to accommodate the lamp housing. It is fitted, therefore, in the manner of a radio set and could project a little if desired. Available finishes are light blue, grey or black, with ivory fittings.

Slides cover the equivalent of a map 25 inches square, giving 150 miles each way at a scale of 6 miles to the inch. Nine of them cover Great Britain, and various other maps are in preparation.

The Rotomap costs £6 6s, with 4s for postage and packing from the makers; a set of nine slides costs £1 16s, plus 6d for postage if separately packed.

Key Watch

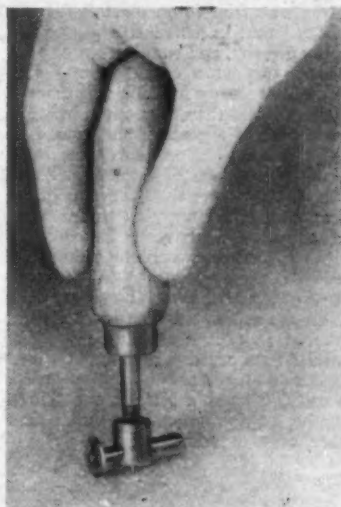
A LEATHER car-key fob with a ring is used to mount the Ingersoll Motorist watch. It is luminous, with the large and bright figures which are desirable in a watch used as a substitute for a car clock. The price is £2 14s. The address of Ingersoll, Ltd., is: Ingersoll House, 7, Kingsway, London, W.C.2.



A leather fob mounts the Ingersoll Motoring watch, which has bold illuminated figures

Cutting Washers

FOR cutting washers from rubber, cork, card or other materials, the Ezekut tool has a range from ¼in to 2½in diameters. The sliding bar carrying the cutter is locked or freed by a twist of the handle and threaded shank. Adjustment is, therefore, quick and easy. Manning's Industries, 15-17, Little Russell Street, Brighton, Sussex, are the makers, and the device costs 5s 9d post free.



The Ezekut tool for making washers from gasket materials

Frozen Windscreens

WHEN a car is parked in the open all day or all night, a coating of frost or ice may form on the windscreen. It can be melted with an electric demister bar, or (in time) by car heater demisters, or even scraped off with a penny, but it is a nuisance.

A firm has introduced screen and rear window covers of plastic-coated fabric, with a rubber sucker at each corner. It is the work of a moment to press the suckers on or pull them off. The covers cost 10s 6d for screens, 7s 6d for rear windows, and postage is 1s 1d. They are being produced by Adams and Walters, 414, Stoney Stanton Lane, Coventry.

Motoring Coat

A COAT for motorists, rather longer and more protective of the knees than a duffle-coat, has been introduced at £10 10s by Austin Reed, Ltd., Summit House, Red Lion Square, London, W.C.1. The photograph shows the style; fawn is the colour.

The claims made for the material are interesting. It is woven wool, with the spacing and air capacity of such material as that of blankets, and it can "breathe"; but it is said that a way has been found to incorporate a close-woven top layer which is rain-proof. The cloth is stated to be light. Besides a plain lining, there is a satin-finished lining to waist level.



A new motoring coat by Austin Reed

Anti-freeze

TO the list of firms making anti-freeze in our review of Winter Equipment (*The Autocar*, November 25) should be added Alexander Duckham and Co., Ltd., Hammersmith, London, W.6; their product is fully corrosion-inhibited, meeting D.T.D. 779 specification.

Disconnected Jottings

BY THE SCRIBE

Rally

"DO you think," a friend of mine asked recently, "that someone like me could enter a rally?" As the friend in question was a thoroughly competent driver, if not addicted to fireworks, I said that I thought it would be an excellent thing. I do not think that it is sufficiently widely appreciated that a rally schedule is quite modestly timed, and that careful driving at a reasonable pace over the whole of the road section makes the thing perfectly feasible for the competent driver. It is the unreasonable driver who tries to go too fast for the sake of "time in hand," snarling up the works thereby, and running out of permanent way at a crucial point, who makes it necessary for following drivers to drive faster than they ought to. He is the bane of organizers and gives rise to a false impression as regards rally speeds. Even on that great rally to Monte Carlo—which I have seen at close quarters, I am glad to record—the occasions when really fast driving is called for arise when the weather is bad and causes delay, as in the year that Sydney Allard won (I watched him climb the celebrated Col des Lègues). Otherwise it is a "touring" rally. Special tests are different, but no one derides a mediocre performance in them. To enter a rally is one thing; whether or not one could win it is another, quite different.

Free for All

IN Keswick, Cumberland, there do not appear to be local parking regulations. Cars stop on either side of the main street while their occupants visit cafés and shops, although there is limited provision for them in the centre (with British Legion attendants) and a special car park on a piece of waste ground. There are visitors all over the place, for it is a holiday town; but I don't remember seeing a pedestrian crossing. The streets are narrow and winding, and never go far without sliding up or down a hillside.

In addition signposting, as in a lot of northern towns, is not very good. A warm-hearted policeman stations himself occasionally at a dangerous junction. Traffic has to slow down to walking pace most of the time—but it gets through. We have passed through the town at various times, but have never encountered a true standstill blockage.

With examples like these to think about, one begins to doubt the value of all the rules and regulations encountered in London and other big places, which drill the motorist as effectively as a sergeant-major's shout—and as soullessly. Are we approach-

ing the stage where injunction leads to further injunction, ultimately resulting in streets which allow vehicles to pass through them on sufferance, or not at all?

Each to His Own

DARK nights have their disadvantages, particularly when the Scribal carriage has a twin in the car park. Two incidents convinced me of this. On the first evening I was puzzled by the presence of a strange trilby hat which would not by any stretch of the imagination fit The Scribe, who doesn't wear a hat anyway; it turned out to be the property of the Other Owner. The next night I peered closely at the row of number plates, coming to a halt before my car, and it was not until my passenger had suspected a certain strangeness about the front seat (there were no big fur gloves, for one thing) that I realized it was His—the wearer of the Trilby, I mean. I have never actually driven away in the wrong car, but it's early days yet.

Minimum Speeds

TWO speakers at a recent meeting of the American A.A.A. were emphatic about the need for minimum speed legislation. One described the slow driver as "one of the most serious aspects of the accident problem," and the other quoted 75 per cent more accidents on the Pennsylvania Turnpike at 20 m.p.h. than at 75 m.p.h. I am not sure about this latter information, because it is spurious unless the number of vehicles travelling at the two speeds is taken into account. In other words, if only one vehicle travelled at 75 m.p.h. and did not have an accident there would be an infinite number of times more accidents at 20 m.p.h. than at 75 m.p.h., no matter how few there were at 20 m.p.h.

I trust you follow me?

However, I find myself in agreement with the American authorities, and I often wonder why our mobile police, who tend to regard anything done with reasonable despatch as faintly dangerous, might not be inculcated with the reverse idea. I often wonder also if the heavy vehicle drivers' trade unions, so adamant against the raising of the 20 m.p.h. limit for heavy vehicles, realize that their viewpoint is inimical to road safety. Their answer would be, I suppose, that no heavy driver sticks to that limit anyway, which would be an aptly illogical comment on this absurd and expensive refusal of theirs to wake up to modern economic facts, which include the 50 m.p.h. customarily held by German lorries delivering goods via *autobahn*.

Letting in the Light

OVER in France, M. Tranié, of Panhard et Levassor, has been expounding on the virtues of light construction for vehicles, a precept which his company puts very much into practice with their Dyna Panhard saloon. This has a twin-cylinder air-cooled engine driving the front wheels of an integrally constructed car, the panels of which are light alloy. Two things interested me in his exposition: one that aluminium alloy is lighter than laminated plastics and also more rigid, and the second the details of the gain in acceleration and braking that accrues from lightness. A Dyna Panhard weighing 780 kilogrammes inclusive of passenger and fuel was compared with a similar vehicle carrying an excess weight of 200 kilogrammes; the heavier car had nearly 25 per cent less acceleration and required about 10 h.p. more if it was to have a comparable acceleration.

Braking, too, was markedly improved. The braking time from 90 k.p.h. (56 m.p.h.) was shown to be proportional to vehicle weight and was some 20 per cent shorter with the lighter vehicle.

M. Tranié was not unmindful of the new outlook on passenger safety. He pointed out that aluminium alloy resists tearing better than steel and has greater ductility, thus reducing the violence of deceleration on impact, which is what does nearly all the damage.

Analysis

THE article that needs writing about car driving is by a qualified psychiatrist. Why does a kindly human being turn into a malevolent despot the moment that he takes the wheel of a car? Why does politeness disappear and chivalry become a hollow joke when we get on the road? Why do we like going fast? Is it true that the great racing drivers have an exaggerated death wish? Does a car pander to the desire for power of the human being? And are the bad aspects of driving an illustration of the Palmerstonian (I think) axiom that all power corrupts and absolute power corrupts absolutely?

I wish someone would tell us the answers to all these questions without frightening us unduly, hypochondriacs that we are. I never see a mention of the aggressiveness inherent in small boys without thinking of elderly small boys having a "you're another" slanging match on their way to the City in the morning rush. They don't do it in the Tube, but they certainly do if they travel in the comparative comfort of a motor car.

The Wolseley Four-Fortyfour has a 4 cyl. o.h.v. engine of 1250 c.c. Excellent suspension and road-holding. Real English leather upholstery, pile carpets. Safety glass all round.

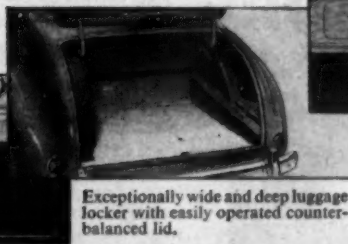


Noblesse is obliged to

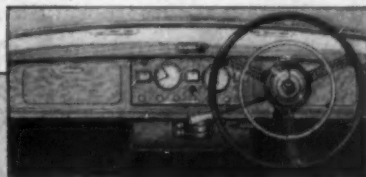
If one is very rich, choosing a car is easy. The trick is to coincide expensive and discriminating tastes with a moderate income. This the Wolseley Four-Fortyfour is doing very successfully for many people who want something better than a multi-production model without having to pay a lot for it. It gives you about as good a performance as you can use on our roads, its superb comfort, suspension and visibility are quite remarkable in a 1½ litre and above all it looks what it is—a car of unmistakable character and distinction. Noblesse ought to be very obliged to Wolseley . . .



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THE LOTUS-EATERS*

To Cornwall and Back in Colin Chapman's Masterpiece

By PETER GARNIER

NOT so very long ago a much harder breed of British enthusiasts than exists today looked upon their rugged sports cars as a source of supreme pleasure. The cars were inclined to be temperamental; they required cajoling and nursing, and were uncomfortable, bumpy and draughty. But they could be well controlled, steered to a hair's breadth, were essentially safe and, above all things, gave pleasure from the moment they were driven proudly from their garages.

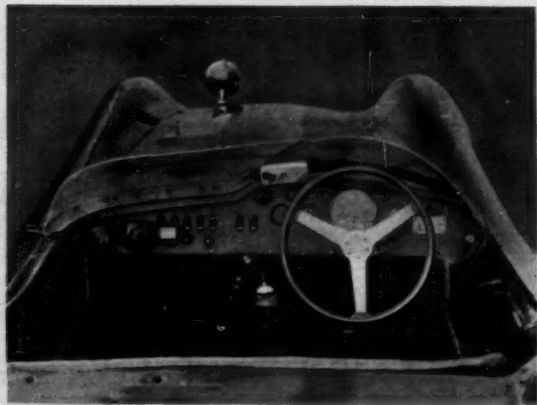
The demand for heaters, radio and other aids to comfort in passenger cars meant, inevitably, their adoption in production sports cars and, in my opinion, the cars have suffered

for it. It is amazing, mind you, that the modern sports car can give the performance of a pre-war racing car and yet carry round with it veneered woodwork, luxurious leather seats, a radio, heater and what not; but these trimmings do not seem productive of the sustained concentration required for very fast travel.

There are still cars, however, mostly in the sports-racing field, which are rugged enough not to dull the senses with their warmth and comfort; which have high-g geared, precise steering and handle impeccably, with leech-like adhesion; which have moved with the times and have powerful brakes and softer suspensions; cars which have perfect visibility and a pair of bucket seats comfortable only for those endowed with considerable inbuilt padding of their own. They please the eye—not necessarily of the man in the street, whose tastes are moulded by the popular stylists, but of the true believer—and look as though they were born and brought up on the road. And, finally, they are a joy to take out of their garages just for the pleasure of driving them fast. The Lotus is one of these cars.

The Mark IX is the current member of a line of cars which started with trials specials in the days when 1,172 c.c. cars were usurping the position held by the V8-engined specials. Sooner or later it was bound to happen—the cars began to appear on the circuits; Colin Chapman—the genius behind them—gave up trials and took to racing. The Mark III became supreme in the 750 formula class and was seldom, if ever, beaten.

In 1952 the Mark VI came along, using a tuned version of the Ford Consul engine; these cars, with their familiar exposed, inclined coil springs at the front, were sold as "build it yourself" kits. Peter Gammon, using an M.G. engine, entered 29 races in 1954 and won 17 of them. The aerodynamic Mark IX made its debut this year and its successes are too well known to enumerate. A list of Colin Chapman's wins and places in the Climax-engined car which I have just driven to Cornwall and back is given at the end of this article.



Switches to the left control the lights—side, tail, head, number illumination, fascia and registration number—separately. The revolution counter is ideally placed and ammeter, water and oil temperature and oil pressure gauges are grouped round it. The cockpit is roomy, and warmer than many open cars; the full arms' length driving position is excellent.

*Greek *laurel*: Plant yielding the fruit eaten by the Lotophagi: represented by Homer as producing a state of dreamy forgetfulness and loss of all desire to return home (Oxford Dictionary).

THE LOTUS-EATERS...



When Chapman suggested that I should sample his own Lotus-Climax, it was in the middle of a hard season, the car racing almost every weekend—so the borrowing was postponed until the programme was quieter. Originally the intention had been to put it through its paces on one of the aerodrome circuits but it was decided eventually that the Lotus' circuit career was too well known to warrant further comment.

"Why not try it as a road car?" someone suggested. "Take it on a long journey and see how it compares with a more normal machine." So, in the early hours of a Saturday morning, following the B.A.R.C. dinner-dance at Grosvenor House, the Lotus thundered out of *The Autocar* park and headed westwards through empty London streets.

As a small concession to passenger comfort, a shallow, wrap-round Perspex screen had been added and, to comply with the law, two small pinpoints of light served as side-lights and a single, retractable driving light gave inadequate illumination of the road ahead. In contrast, at the rear there



Noon, Remembrance Sunday. The Lotus halts outside Penzance, with the smoke from what used to be the G.W.R. blowing across the town

was almost a Christmas tree display of red and white lights. There were the stop and tail lights, reflectors, registration plate lights and two racing number lights, one each on the outsides of the fins, which gave traffic from both directions a good indication of the car's width. "Turn the lot on," Mike Costin, Chapman's chief mechanic, advised.

If the lighting arrangements complied with the law (which might be arguable), the exhaust note did not sound as if it did. Passage through towns—particularly London—was made as unobtrusive as possible by trickling along at the side of the road at about 1,500 r.p.m. in top—at 17.2 m.p.h. per 1,000 r.p.m. with the 4.5 to 1 rear axle, it was hoped that this would offend nobody; it seemed not to. Even so, progress through London was somewhat heart-in-mouth and it was with relief that the Great West Road was reached and the end of the limit.

In spite of this entirely unsuitable treatment for such a car, it seemed perfectly happy, the engine temperature keeping round 75 degrees; there was no tendency to oil plugs, the note picking up crisply at the end of the limit. Despite the 9.7 to 1 compression ratio the car is surprisingly tractable in top gear, pulling away happily from 1,000 r.p.m.

Whatever impressions of the suspension had been formed during the frustrating passage through London were quickly dispelled on the open road. At around 40-50 m.p.h. the ride levelled off and became very comfortable and steady, the bumpiness at low speeds being completely ironed out. The steering took some getting used to, being high-g geared (14 turns from lock to lock), very light indeed and with very little self centring. After daily use of a car with low-g geared and much heavier steering, one found oneself holding the wheel too firmly and using too much helm. After a few miles it was found that the lightest possible wheel grip was enough, and that it was not necessary to do more than incline the body for the wider radius main road corners.

Amenities

The cockpit was comfortable and roomy enough for two, and the full-arms'-length driving position perfect; the response to the controls was quick and good and the Girling disc brakes—inboard at the rear—were very powerful indeed and completely smooth, requiring very light pedal pressures. Before long one realized that the car was free from the idiosyncrasies that make it wise to serve a tentative apprenticeship to driving one or two of the really fast sports cars. As the miles went by it was found that, despite the November night, the car was surprisingly warm, there being need for no more than a Burberry to be completely comfortable.

Night-time is ideal for a long run with such a car and the traffic that was about was quickly left behind—with an unaccustomed close-up view of wheels and hubs from the very low seating position, the occupants of the cars towering above.

Unfortunately, the period of growing accustomed to the car was cut short by fog, which closed in at Bagshot and continued as far as Honiton. Borrani wheels being rather fragile and costing some £16, kerbs were treated with the utmost regard and speed was kept down, though by looking over the screen it was possible to proceed considerably faster than other nocturnal travellers. The frustrating, foggy miles went by and, around 4 a.m. and Honiton, the stars became visible. Because the roads were wet and the under-shield had been drilled and cut about in fitting long-range tanks and the like, the cockpit, by now, had shipped a fair amount of water and we were far from dry. The Lotus is not a touring car, so this was forgiven.

As confidence grew, and within the limitations of the somewhat inadequate single driving lamp, it was great fun to take the car through fast bends on the slippery, empty roads, steering with the throttle, sliding the rear wheels and

Borrani wheels, fragile and £16 a time but saving greatly in unsprung weight, dictated extreme caution during the foggy night run

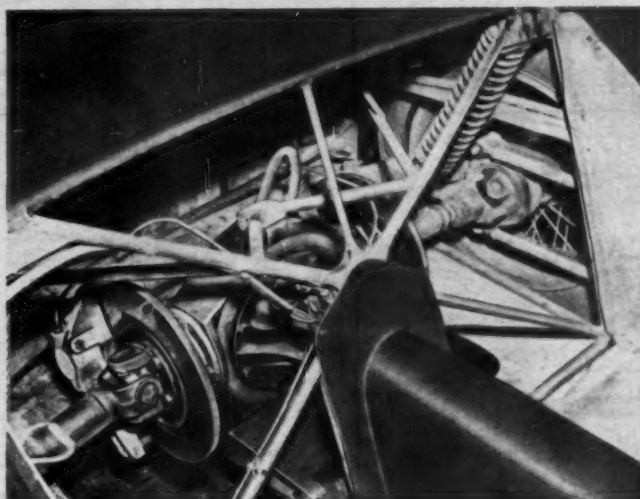
using the high-g geared steering to hold the car on the desired line through the corner. With the considerable power available (and the fact that one of the rear tyres was not over-endowed with tread) it was necessary to be discreet in the use of the accelerator, the rear wheels breaking away very easily in the wet. Though slides were easily started, however, they were equally easily stopped, and the Lotus gave the impression that a comparatively inexperienced driver could learn many of the tricks without getting into difficulties—provided that he used the necessary discretion.

It is this inbuilt ease of handling which, as has been frequently observed, results from racing and makes a good sports car far safer than anything else on the road because of—not despite—its high potential speed. In the hands of a complete novice such cars can be dangerous, and it is questionable whether they should be available to beginners—but that is another matter. In sound hands they are the safest things on wheels.

Journey's end—Newlyn—was reached in time for breakfast. Though the run had not been outstanding for its comfort, what with fog and wet roads, it had been warm, and enormous fun. We were not particularly tired and there had been no tendency towards the drowsiness that would have occurred on an all-night run in a closed car—though, in fact, the occupant of the passenger seat had slept for a considerable part of the journey.

The remainder of the day was occupied in showing the Lotus to enthusiastic friends in the district—and basking in the reflected glory of its passage through the West Country towns and villages. The pleasure it gave to those who were driven in it was outstanding, particularly those who enjoy motoring for its own sake. Though born and bred on the circuits, it was perfectly amenable to pottering round country lanes.

Unfortunately, the roads were wet for the return journey the following day, and there was a strong wind blowing. In daylight, however, it was possible to use much more of the performance, the car settling down to a comfortable cruising



Inboard-mounted Girling disc brakes, de Dion tube and Panhard rod running behind the final drive can be studied in this illustration. Driving and braking torque are controlled by twin parallel torque arms, with Silentbloc bushes

speed of 85-90 m.p.h. whenever the roads were clear enough. On the one occasion when it was possible to make use of a clear, straight road—the exposed Gossmoor, to the west of Bodmin—about 6,500 r.p.m. was seen—112 m.p.h. But the combination of the wet and a strong wind on the star-board bow made the car difficult to hold.

Possibly because of the fact that one front wheel was badly

Bob Berry, noted Jaguar driver, tries the car. An XK140, undergoing road testing, can be seen beyond the Lotus with fifth wheel driving the generator for the electric speedometer attached





THE LOTUS-EATERS . . .

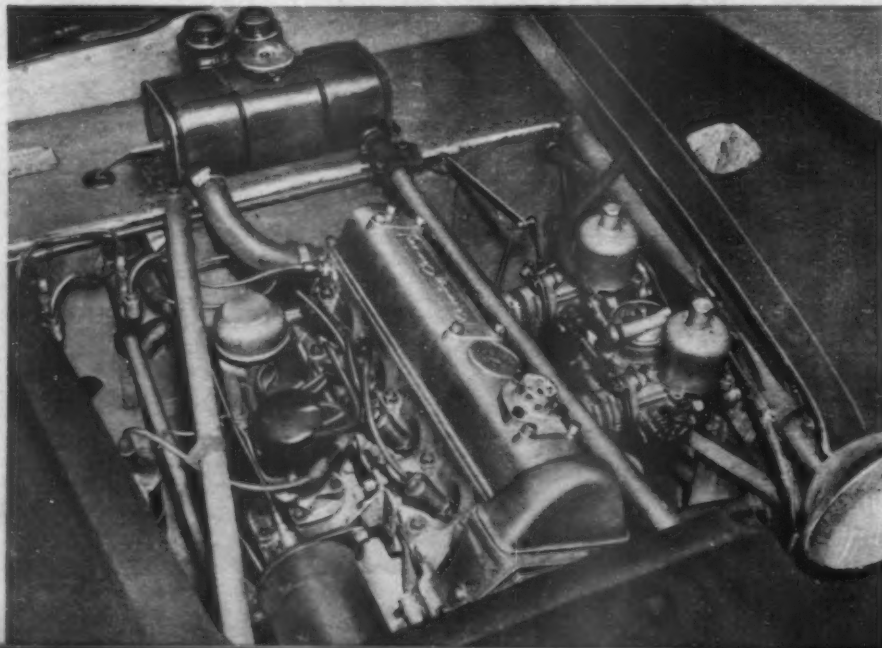
Good Lotus country—Bodmin Moor, bleak and free of traffic, provided some eight miles of fast travel

out of balance (one of the balance weights having fallen off), or because of the changing gyroscopic action of the front wheels caused by the familiar Lotus divided front axle, the car tended to make small darts from the straight, their amplitude to leeward being increased by the wind. With a weight of slightly over 8 cwt, the car is susceptible to winds.

The de Dion rear axle and slight negative camber on the rear wheels gave the Lotus cornering powers which were a constant source of surprise. With restrained use of the

throttle through the curves themselves, I found I was taking corners towards the end of the journey at speeds which, at the beginning, would have seemed impossible, and yet apparently with plenty in hand. It would need a great deal more time to get accustomed to the car—and a closed circuit—to discover the limit.

There was no trace of roll or, as the roads dried, tyre scream. One thing that was particularly noticeable was that, because of the good shape of the body, the Lotus lost speed



The Coventry-Climax engine could not be much more accessible. The radiator header tank, connected to the cross-flow radiator, and the twin brake fluid reservoirs can be seen mounted on the bulkhead. The twin master cylinders are to the left and, to the right, the frame-mounted twin S.U. carburetors which are connected to the inlet manifold by flexible rubber pipes.



ASTON MARTIN DB2-4 MARK II HARDTOP

The Aston Martin belongs to the restricted category of motor cars enjoying international prestige. The car's background is one of development through lessons learned on scores of race circuits and on roads throughout the world. Its reputation as the finest sports car in the world stands secure.



The functional simplicity of the Aston Martin Mark II Hardtop impresses immediately from any angle. Good taste in styling is apparent at once.

Steering is accurate to a degree; clutch operation is velvet smooth. The David Brown gearbox makes gearchanging a new pleasure. The twin overhead camshaft engine is an instant starter hot or cold, and has none of the vices or temperamental

behaviour so often associated with high-performance engines. It will idle happily, and trickle through the densest city traffic on a whisper of throttle, with the grace and

manners of the finest town limousine.

Once on the highway, however, the Aston Martin really comes into its own, for this is no ordinary car. The performance is literally breath-taking. On motor highways throughout Europe, the United States, and indeed the world, wherever full use of both acceleration and maximum speeds can be made, phenomenal averages are achieved by Aston Martin owners, in complete security and comfort. The Aston Martin can be as docile as a kitten, or as fierce as a tiger, as fits the mood. The Aston Martin looks right. It feels right. It is right.

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The Lotus in its proper environment; Colin Chapman drives the car to victory in the 1,200 c.c. sports car race at Brands Hatch on October 9—breaking the lap record for sports cars of all classes.

THE LOTUS-EATERS...

very slowly when the throttle was closed. For slow, gradual speed reductions the brakes were needed when, in a less wind-cheating car, the air resistance would have done the job.

As it was Remembrance Sunday, the Lotus' progress through towns was contrived on little more than a tick-over. In Yeovil we were led through the streets by a military band, complete with a strong turn-out of the British Legion, Boy Scouts and so on. The reactions of the onlookers, who lined the pavements, at being provided with an unexpected close-up of a racing car ranged from enthusiastic appreciation of their good fortune to open hostility. The police appeared not to object to the thunderous accompaniment to the band, so all was well.

In a car of this sort, where one's progress between towns is so very quick, one finds oneself driving through them in a much more restrained manner than is usual. Aware that the public eye is on one, I suppose, and that anything one does wrong will be observed and commented upon, everything is treated with respect, particularly speed limits. After all, one can afford to be quixotic—the time so spent can easily be made up; roads which, in less exciting cars, seem fast and open appear suddenly to have become an unending succession of towns and villages.

The fuel consumption, on a rough check over the weekend, worked out at between 25 and 30 m.p.g.—for a 1,100 c.c. engine with a maximum of somewhere around 130 m.p.h. The same engine used in the Cooper-Climax for the record-breaking runs at Montlhéry, and running continuously at 7,000 r.p.m., maintained a figure of 35 m.p.g.—which goes to show that a racing engine is not an extravagant version of a touring engine, but merely an infinitely more efficient version. A standing quarter-mile, incidentally, was covered on a wet track in 15.2 sec.

Particularly pleasant was the way the Lotus, with its ample reserve of power, and maximum in third gear of comfortably over 90 m.p.h., overtook the Sunday afternoon traffic. There was none of the frustrating pottering behind cars whose drivers prefer to travel at 30 m.p.h. or less, nor any of the patient waiting for a stretch long enough for overtaking. With a quick change into third gear the car would accelerate from 60 m.p.h. to 90 in the length of road bounded by nine

or ten telegraph poles, leaving the potterers well astern. In this respect the Lotus proved itself, once more, to be one of the safest cars on the road.

In its present state it is, of course, not a road car—the exhaust note alone sees to that—and the extremely light gauge body panels are too frail for everyday chores, denting easily if one leans too hard. Suitably modified, it could become one of the most enjoyable forms of long distance travel, not only for the younger generation but also for all who drive for the enjoyment of it.

During the 650-odd miles covered in the car over the weekend, it proved conclusively that, by sacrificing a few creature comforts, one gets from a car that has been developed through constant racing the most exhilarating, controllable and safe transport that can be found anywhere—and with surprising economy in the case of the Lotus.

THE LOTUS YEAR IN RETROSPECT

June

11-12.—Le Mans 24-hour race. Fastest 1,100 c.c. car. Delayed initially by slipping clutch, but regained lead in class by 11th hour. Was finally disqualified for a regulation infringement.

July

10.—Brands Hatch. 2nd in up to 1,200 c.c. sports car race.
30.—Crystal Palace. 4th in 1,100 c.c. class in sports car race.

September

17.—Tourist Trophy. 2nd in 1,100 c.c. class. Leading class and Index of Performance until 5th hour when delayed with oil pipe fracture. Pit stop of 11 minutes to rectify. Recovered position towards end of the race and was finally beaten by 5 seconds for class win.
24.—Goodwood. 1st in up to 1,250 c.c. race and 1st in up to 1,500 c.c. race.
25.—Snetterton. 1st in up to 1,500 c.c. race.

October

1.—Castle Combe. 2nd in both up to 2,000 c.c. sports car races.
9.—Brands Hatch. 1st in up to 1,200 c.c. sports car race.
30.—Tarrant Rushton Speed Trials. 1st in up to 1,200 c.c. and 1,101-2,000 c.c. sports car classes.

Lap record for 1,100 c.c. sports cars held at the following circuits: Goodwood, Snetterton, Le Mans, Dundrod, Oulton Park, and Brands Hatch.



In the Valle de Andorra. The trees are wearing their spring colours and the Gran Valira hurriedly carries away the melted snow

A Caravan Tour Round the Gulf of Lyons and up to Andorra

BY
**JOHN
VOXALL**

CARAVAN users who avoid the heights are missing much of the pleasure and beauty of their holiday tours; so long as car and van are properly matched and in good order, and the best route is chosen, the owner need not fear to venture into the hill and mountain country. How true this is was established again when, after spending Easter with the French Caravan Club at their Rally to the Sun on the Riviera, we took the family Austin A40 and Cheltenham Gazelle round the Gulf of Lyons and up into the Pyrenees to the little republic of Andorra.

Despite the climbing they entail, and their many bends, the coast roads west from Nice (N98 and N559) were followed. The scenery was so lovely that we lingered over the journey, taking lunch at Le Trayas overlooking the Mediterranean, with the Riviera in the distance. On these roads there are plenty of caravan sites, including attractive commercial ones at Agay, Le Dramont, Boulouris and Aigulf, but none was really convenient for us, so we drove on to the municipal site at Hyeres. This site is divided into

areas for lone campers, family parties and so on, and is well laid out under pine trees by the seaside. It has two serious drawbacks—it is very dusty, and the sea at that particular spot throws up enormous quantities of seaweed.

To avoid Marseilles we turned inland via Aix-en-Provence, picking up our road at Arles. This way round the Gulf of Lyons is very varied, passing over bleak hill-sides and through cork forests.

Our stop for the night was at the small town of Coursan; we parked on the "futball" field, to which we were directed by an enthusiastic gentleman who rode ahead of us on his bicycle. Here we were treated right royally—the corner jacks were scarcely down before the local *gendarme* arrived to open up the dressing rooms and shower baths for our use. Some minutes later the secretary of the Syndicat d'Initiatif arrived with two young ladies, who spoke some English, to find out whether there was anything we wanted. Courtesies were exchanged.

At 3 a.m. we were awakened by a fanfare of trumpets followed by music and a speech. This, we thought, was overdoing the welcome; it was not until the following morning that we found that this serenade had nothing to do with us, but was a warning to the vine growers that the temperature had fallen to a danger level and that they must set to and spray chemicals to obviate frost damage to the vines.

Although he had been up most of the night spraying his vines M. Lucien Goulesque, the secretary of the syndicat, arrived at 7.45 a.m. to know if we were comfortable, and was back again an hour later to present a bottle of Harry Hann, the best of the local sparkling wines, and to invite us to inspect the co-operative caves. One gets a different perspective of wine when it is seen being pumped from one vat to another through 4-inch hoses, and it is poured out by the bucketful so that the colour may be admired.

Before leaving Coursan we were prevailed upon to take more Harry Hann and cat's-tongue biscuits at the secretary's house, where we were charmingly received by madame and the president of the syndicat.

From careful study of the Michelin map of the area covering Perpignan to Andorra it was obvious that from Thuès-les-Bains to the top of the Col de la Perche at St. Pierre, we had a stretch of about 8½ miles with an average gradient of 1 in 14. It was fortunate that at Thuès a



On the mountain road from Thuès-les-Bains to Mont Louis, the highest garrison town in France (5,135ft). The well-graded climb is evident

perfect site presented itself—a lovely grass patch by the side of the river Tet, with the lower slopes of the Pyrenees rising on all sides. Here the opportunity was taken to give the A.40 a look over, to clean plugs, take up brakes and prepare generally for mountain caravanning.

This is where a well-balanced outfit proves itself. The Gazelle, fully laden, is a little less than three-quarters the weight of the A.40, and all the way to the top of the col third gear was used, with an occasional drop into second to get round the steep insides of right-hand hairpins; there was no sign of overheating.

From the Col de la Perche (5,186ft) to the French-Spanish border at Bourg Madame, the road descends to 3,707ft in 13 miles, but it is well graded and presents no difficulty.

The Spanish customs were rather trying, the officers going through both the car and caravan almost with a fine-tooth comb. By the way, a charge of 65 pesetas is made to attend to each of the carnets for the car and caravan. A mild protest brought "We didn't ask you to come" as a reply. By comparison with French roads, those in Spain are very poor. For a stretch of four miles to Isobol, the surface is so bad that a speed of about 15 m.p.h. was the limit; after Isobol the road was much improved.

A night halt was made beside the river Segre, two miles east of Martinet. For the first time since leaving England the fine weather deserted us; it was cloudy and cold, and, in fact, our arrival in Andorra the next morning was greeted by a severe snowstorm. Winter clothes, brought for such an eventuality, came into their own.



Sites are few in the Andorra area; there is a possible place by a wood about a half-mile before reaching the capital; we were told of another at Escaldas, just beyond Andorra, but we were unable to find it, and eventually we settled comfortably by the banks of the Gran Valira on a site owned by the local grocer. No fee was charged, but it was suggested that he might enjoy the benefit of our custom.

Andorra has charms all of its own, not the least of which is petrol at 3s 10d a gallon—a change from the French charge of 6s 3d a gallon. There are no customs nor, so far as we could see, any police. At any hour of the day or night, including Sundays, shops would be opened for prospective customers—one had only to stop to admire something in a window when the lights would magically be switched on.

High summer in early spring. Generous sunshine and date palms at San Raphael



Caravan site par excellence. The farm on the banks of the Ariège, near Aulos, where the nightingales were a "nuisance"

Because of the time factor and the miles which separated us from the Channel ports, our stay in Andorra was short, and we were soon retracing our route down the lovely valley of the Gran Valira, now in bright, warm sunshine. In fact, from leaving Andorra until we arrived in London a week later, not a cloud appeared in the sky.

We had attacked Andorra from the south via Bourg Madame and Seo de Urgel, because the Port d'Envalira at 7,900ft, on the north-eastern border, is snowbound from November to May, and it was our intention to return the way we came, through Perpignan. Having so easily surmounted the Col de la Perche, however, we felt brave enough to turn north at Bourg Madame on to R.N. 20 and to tackle the Col de Puymorens, which rises to 6,280ft and is kept clear by mechanical snow sweepers. Actually there was not much snow about, though the little waterfalls by



The Spanish village of Ali between Seo de Urgel and Bourg Madame. Soldiers from a nearby barracks, revolvers in hand, protested when this photograph was taken

This site at Aulos was, I think, the loveliest on which I have ever pitched. It had one drawback, if such a thing could be a drawback—the nightingales sang all night!

From Aulos to Paris and Dieppe was a process of mile-eating, but one incident is worthy of mention. Our fellow travellers with Austin A.70 and Davon Dabonair were unfortunate enough to hit—unbeknown to them at the time—a *camion* while on the road between Limoges and Magnac-Laval. It was only a touch, but it was sufficient to knock a hole a foot square in a side panel.

In Argenton we were stopped by the police and told that the *camion* driver had reported the accident, and claimed that his width indicator had been damaged to the extent of

PYRENEAN JOURNEY . . .

the roadside were decorated with icicles. The climb is long and the road tortuous, but again the A.40 made light work of towing the Gazelle to the top. Half-throttle in third sufficed with an occasional drop into second when negotiating sharp corners. Lunch on the journey was taken at Porté (5,330ft) a spot providing a wonderful view along the valley up which we had climbed.

From Porté over the Col de Puymorens and so far as Merns les Vals (3,460ft) the road is a wonder of engineering and the surface quite excellent. Never, at any time was the gradient bad enough to cause anxiety either from the braking or power points of view but, of course, care had to be taken not to let the outfit get out of hand downhill.

The first night out from Andorra was spent by the side of the Ariège near Aulos, on the road between Ax les Thermes and Tarascon. We asked a farmer, tending his cows, if we might stop the night in his field and he replied that it would give him much pleasure if we would do so. Would we like to be under the trees or would we prefer to go on the little path by the river where the fishermen came down? We selected a spot in the field, from where the scenery could be enjoyed to its best advantage.

Later we went up to the farmhouse to get "potable" water, some milk and a few eggs. In the course of conversation we told the farmer that we had come from Andorra. He invited us to come back in the summer when the snow had melted and he would lend us his mules to make the journey over the mountain track to Andorra, which was only 10 kilometres away—we had been driving all day to make the same journey! We will take up his offer one day.



A beautiful site on the banks of the Tet at Thuès-les-Bains

900 francs (18 shillings). Were we content, the police asked, to pay this amount and consider the incident closed or did we require further evidence?—if necessary the driver would be made to attend the next day. Thankful to avoid any complications, the 900 francs were paid, a receipt given, and we were on our way again.

The northern part of France is not very interesting to traverse, but it is made enjoyable to us because we always stay a night or so in Fontainebleau forest, and then drive on to stay with French friends at Bry-sur-Marne on the east of Paris. Our acquaintances are garage owners in Paris; on our recommendation they had taken over an agency for British caravans, and despite import and purchase taxes adding 70 per cent to the cost price, they were selling well. The sturdiness and practicality of the British vans appealed to the economical minds of the French.

A perfect Channel crossing and drive up through Sussex and Surrey brought a memorable tour to an end.

A stop for lunch near the village of Porté on the Col de Puymorens. The road traversed earlier follows the valley in the background

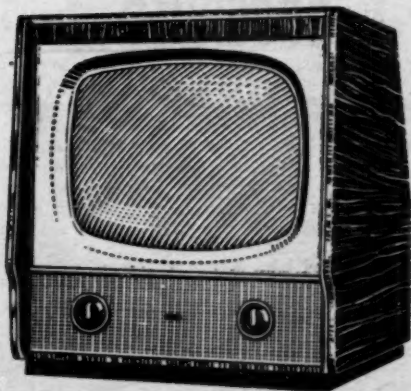


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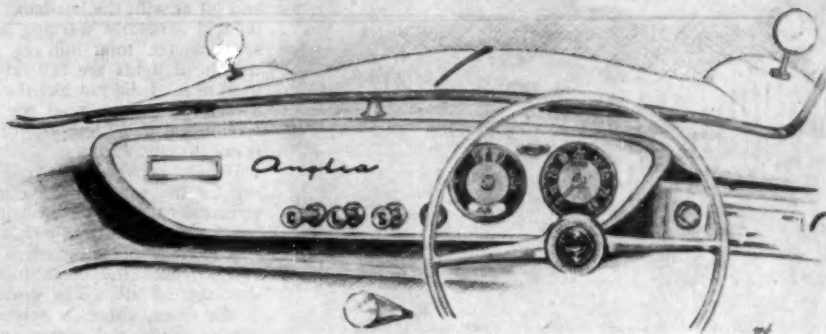
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STRAWBERRIES

and

CREAM



Characteristic of the de luxe model is the light fascia with ivory detail

A LUXURY FROM THE DAGENHAM FACTORY

By Shirley Carpenter

"IT has a big car feel," a colleague had said of the Ford Anglia, and when you are sitting firmly at the wheel of one which is travelling around the sixty mark, this remark explains itself. The engine is smooth, the wheels plant themselves like a policeman's feet on the road, and the line steered is as straight and purposeful as the same gentleman's descent on diminutive lawbreakers "scrumping" apples in the Manor orchard. The thirteen-inch wheels skim over the dents in the road surface at high speeds, and a non-driving passenger remarked that she felt happier than in other small cars when travelling quickly.

Strawberries and cream, this model brought to mind

Visit to Tewkesbury, and a good luck for parking



immediately I saw it. The exterior finish was ivory, but a beautiful rich colour as though the elephant's tusk had been cleaned and polished until it shone; there was just enough of the strawberry shade applied to upholstery edges and door trim to brighten up the harmony of greys and creams inside. The felt roof was grey (with a red edging), the floor covering of red washable rubber, while the seat and squab faces themselves were an attractive grey and ivory check p.v.c. material, piped cream.

Attention to detail was evident, too, in a grey gear lever ending in an ivory knob, smooth and rounded to accommodate palm of hand or two fingers. Ash trays (two at the rear and one in the fascia) were ivory, and heater as well as radio controls took up the theme. These two items were thoughtfully placed where the driver could twiddle knobs with his right hand without contorting himself to reach them. The heater was controlled very simply by a rheostat switch, and if the hot air was enough to give you chilblains at full blast (a very efficient unit, this) a movement or two in the anti-clockwise direction tempered the wind. The Ekco radio added to the smartness, a grey trap door pulling down to reveal the three illuminated tuning drums.

Ivory again for the windscreen-wiper control above the fascia: the blades are vacuum operated and did their duty very well, although until one got used to it, the variation of travel speed with the depression in the inlet manifold (not completely eliminated by the provision of a vacuum tank) was a little disconcerting. Speed can be controlled by moving the knob

STRAWBERRIES and CREAM...

side, and, in the interior, the fascia. The basic model has a half-moon or binnacle shaped instrument panel and no fascia in the normal sense of the word. For the luxury car, however, a trapezoidal board is provided in greyish-cream, punched with indentations like those in pigskin, only more regular. The letters *Anglia* stand proudly across this, sharing it with the three switches (choke, lights, starter) in the lower centre, the ignition key-hole, and black-faced instruments which can be seen by the driver between spokes of the steering wheel. Instrument lights can be turned on and off at will; the left-hand dial comprises fuel gauge and oil and generator warning lights, and on the right is the speedometer, total mileage recorder, and a red warning that head lights are full on—very helpful when one gets used to it. I did not like the dark faces very much, finding myself peering to read the figure. The controls are so economical that fumbling for them when the car is strange is not unduly alarming.

Finally, between the two dials is a butterfly-shaped warning for the self-cancelling indicators, which click characteristically when they are winking. One wing of the insect lights up according to which way the car is turning.

The large parcels shelf is partly obscured by the fascia, and to reach the black rubber bonnet release one must dive underneath. The bonnet lid, incidentally, is hinged at the front; although personally I prefer a back-opening one, dipstick and water could be checked fairly easily. The engine gives an impression of a neat layout, but of a complicated number of components grouped above the cylinder head. The Solex carburettor and heater pipes contribute to this and the side-valve engine permits the distributor to have a high position, too. The horn units on either side impress one with their size; operation is by a button in the centre of the steering wheel (resplendent in amber and the Ford crest). Full throat, they give a



Orphan of the leaf storm

round, and the blades are self-parking—another luxury car touch.

Main features which distinguish the de luxe edition of the Anglia, introduced just before the Motor Show in October, are the chromium strips along the exterior body

Under the Malvern hills the Anglia's side view shows the horizontal chromium strip, another distinguishing mark for the luxury version



startlingly loud note, quite pleasant and deep, and adequate for the car's speed; a light touch with the fist produces a lower sound for such things as cows, quiet country lanes, and wobbling bicycles.

What a smart, light grey steering wheel! Here again, one can see the thought which has gone into its design, for a shallow trough on the upper edge accommodates the thumb of each hand comfortably. Steering is very light—a little too much so for my taste at low speeds but excellent for the over-forty range. Driving position is comfortable and both front seats can be adjusted.

Perhaps the final glance of admiration, for a woman anyway, rests on the ivory circles round window and door handles, giving a trim finish to the red-backed doors. There is a pull on either side in the front. The Anglia is, of course, a two-door model and although this implies a certain amount of disadvantage, the doors are not large enough when open



Grey and ivory check for the seats, with strawberry sides and cream piping, make an attractive dessert fuel of the interior

to cause inconvenience to passers-by, while they permit a reasonably easy entry to the rear. Windows at the back do not open, but quarter lights at the front do, as well as the normal wind-down variety. But the Anglia is £57 less than the four-door Prefect, a saving not to be sniffed at. Delivery of these two Ford models can be made in approximately 18 months.

Looking round at all this luxury, one wonders how such a model can be produced for £574 7s. It has an engine of nearly 14-litre capacity, remember, producing 36 b.h.p. at 4,500 r.p.m., while one can think of cars in the same price range which have a lower capacity (well under a litre, in fact) and less room inside. Cost of the basic model is £541 7s, so that one pays £33 for de luxe items. Heater and radio are extras on the luxury version at £12 15s and £31 17s 6d respectively, factory fitted; leather upholstery



Just the finish to brighten up a winter day

with p.v.c. inserts can also be supplied for an additional £13 10s.

One aspect of performance which I appreciated on congested roads was the brisk acceleration; if, flying in the teeth of Highway Code-type injunctions (Do not enter into competition . . .) one wished to get off to a quicker start than the car next door at traffic lights, the Anglia entered right into the spirit of things; it was equally co-operative in overtaking.

There is, incidentally, next to the throttle pedal a rubber knob to act as a foot pivot, which I tried for a hundred miles or so, but forsook after that in favour of my own heel—a more sensitive fulcrum point for acceleration. I still have not decided whether this rubber rest is good or bad. Even taking full advantage of the engine, and with a fair proportion of heavy traffic driving, fuel consumption was calculated to be more than 33 miles to the gallon, a figure economical enough for the tightest of housewives' purses.

A three-speed gear box, of course, eliminates some of the changes necessary on a four-speed one, but I found it difficult to get used to at first, although the central change is a smooth one. In moments of mental aberration, my hand would steer the lever into third occasionally because of the narrow distance between the two uprights of the "gate"—bottom is not very far horizontally from top. A male comment, however, was that this arrangement made an ideal first to second change with the three-speed arrangement. Second for town driving was not, from a personal viewpoint, a happy ratio; it made no bones about getting the car up steep hills, though, and if anyone wants to prove this point, let him take the car up some of the minor roads round about Painswick in Gloucestershire. . . .

Cornering did not give a heel-over feel and, in fact, the more one drove the car, the better one liked it. Long journeys, by night or day, were not unduly tiring, and one grew to like the company of the engine note, as its voice was politely modulated. The brakes answer well, for it is a light vehicle in its class.

Feminine Essentials?

Other features which bring joy to a woman's heart are the easy starting from cold, and the good steering lock. The Anglia is slightly longer than the Morris Minor and about the same width, although the slab shape of the bonnet makes it appear wider to the driver. Both bonnet and luggage locker lids are sprung to make easy lifting. If the car flatters the lady with its ivory finish, calculated to bring London buses to a halt at roundabouts, then no more need be said.

What is the secret of such a return for one's money? The best answer to this is a visit to the Anglia's birthplace at Dagenham. It was the first Henry Ford, whose statue faces

STRAWBERRIES and CREAM...

the amount of inspection which is carried out at Dagenham convinces one that, although out of the daily production of nearly 1,000 cars a lot of them look alike, quality does not suffer. There is a good atmosphere in the shops, too, and the workmen are friendly, which shows they are happy. A few women appear in the lines, left over from war work, but will be replaced by men when they finally leave. There was talk everywhere about the £65,000,000 development programme, which necessitates large-scale reorganization.

Gradually the components are being pieced together. The Anglia gear boxes are complete, and the bare bones of the engine start their journey along the engine line. Operatives work fast, for the belt moves forward like the help-yourself tray chain at certain London eating houses. Valves are ground in, crankshaft and camshaft join the ranks; pistons, rings and copper gaskets are added, startling amongst the drabber metallic greys, and the whole is gradually built up from shelves and boxes alongside the belt.

In the meantime, bodies have arrived from Briggs, just across the way, and up on a balcony electrical parts received from outside firms are checked and installed. Upholstery is already in the shells, protected by brown paper covers, but chromium parts, instruments, facia, steering wheel, amber, red and white lights, petrol tanks and so on, are fitted at Ford's.

It is strange to see a man's head poking up through the space where the engine usually goes. The assembly line turns a corner, and the body is lifted on to the rear axle; farther on it meets (at right angles) the belt on which engine and front suspension have already come together, the springs which contain dampers in the distinctive Ford style sticking out at odd angles. There are flashes as head lamps are tested here and there; the last mechanical operation is the fitting of tyres, after which complete cars are driven off the line with a flourish, pipes fitted over exhaust, taking gases out of the factory.

After the wheels have been aligned, tests are carried out which include 10 miles on the road for the Anglia and Prefect. The cars for the home market are polished up, while those for export are waxed over for protection. It takes three weeks to make a vehicle from A to Z, and all are to dealers' special orders. The car is now ready to go to Saigon or Stockholm, Mombasa or Maidstone, Land's End or London.

Straight-line styling complementing Gothic embellishment; the Anglia stands demurely beneath cathedral entrance

the factory (his back to the Thames) who said that building on a riverside was essential for a car manufacturer. The importance of this is immediately obvious, for the firm has its own jetty to take in raw materials, as well as for shipment of finished goods, and the river water can be used for a multitude of manufacturing purposes.

One factor which helps to keep down costs is the ability to smelt ore on the spot. Ford's are the only car manufacturers in Europe who have their own blast furnace—Josephine—which was being relined when I visited the plant and was waiting, resplendent in green and blue paint, to be "blown in" the following week. This furnace supplies more pig iron than they can use internally, and also provides valuable by-products. Slag from the furnace is used for road making.

The power house, another huge structure on the water front, produces more than Ford need, too, and the surplus goes to factories of the neighbourhood and to the national grid. With its own coke ovens, rolling mill, and sinter plant (making the powdered iron ore into lumps suitable for Josephine's consumption) the organization is as self-supporting as it can be. It is exciting to watch a ram pushing the red-hot material out of a coke oven, and surprising to see a lonely pigeon fly up to the roof in a cloud of dust.

Inferno

In the foundry one forgets the heat, the noise and the fact that one is just a little frightened of the molten metal, to watch in fascination while Anglia and Prefect cylinder block moulds go by on little trolleys, burning with a white and purple flame. They have just been filled with molten "grey iron" from a ladle, and elsewhere in the foundry cores and moulds, which go inside and outside the metal to make it the right shape, were being made.

Until the rough parts are shaken out of their sand moulds, one finds it hard to remember that this is a car manufacturing plant, but from now on the parts become recognizable. Next comes machining, where the crude surfaces are drilled and milled until the metal shines, and the testers are satisfied that the permitted tolerances have been reached. Kingfisher blue and amber lights flash on the control panels, and the parts pass slowly through the jaws of machines which chop slices off them like a ham-cutter. There are other affinities with meat, too, for the bits and pieces are hung upon hooks on a slowly moving line, and swing in the breeze like joints in the butcher's window.

One hears criticism of assembly lines but it is quantity production which helps to reduce manufacturing costs, and



A clean pair of heels to the quiet country lanes

KENTISH BORDERERS

Sections Still Difficult Despite

Dry Weather



First hill, first man up. G. J. Newman takes his Cannon deftly across the gully on Joddens Wood Won to make a clean climb of the opening section

JUDGING by the Kentish Border Club's thirteenth annual Sporting Trial last Sunday, trials drivers must have something in common with the people who tight-rope across Niagara on bicycles; if the many spectators who watched the trial were not impressed by the courage of the drivers they must be very phlegmatic. The course, laid out on Forestry Commission land near Bexleyheath, would probably be described by the drivers themselves as "sporting," but to the average motorist it was plain terrifying—and would have been a great deal more so had the sections not been comparatively dry. Eighteen in number, they radiated like the bent teeth of a comb from a lane running through a small valley between wooded and bracken-covered hills; so compact was the course that the first and last sections were not more than seven minutes' walk apart.

G. J. Newman's Cannon 7 set the ball rolling with a clean climb of the comparatively easy first section, and was followed by Rushbrook with another faultless climb. As the leaves were churned into the earth the hill became more difficult, and Chandler and Oliver both failed. Any inequalities on this score were ironed out by the fact that the honour of making first ascent of the hills went to each car in rotation, a very fair arrangement.

Of the morning's sections, "Speed Copse" was by far the most alarming. The steep straight climb was punctuated by what looked like a large bomb crater, the lower lip of which would ground a slow-moving car. Instead of grounding, however, the cars took off, hitting the far side of the crater with the front wheels. Mike Cannon's Cannon drove easily up, the swing-axle rear suspension showing itself nicely as the car took the plunge into the crater, and the front wheels pawing the air alarmingly as it clambered up the last stretch. Brother David, using one of Mike's last year's models, also sailed through the section without loss of marks. Again, the dry weather was on the side of the competitor.

Last year the crater was half-full of water and clean climbs were a rarity; this year only six of the 30 starters failed. One of these was Illingworth's 1,000 c.c. twin-cylinder James. Unusual among a field which was powered almost entirely by 1,172 c.c. Ford engines, the perform-

ance of this car was interesting in view of the trials motor cyclists' theory that a single is preferable to a twin. If you can deliver the power in large lumps at comparatively infrequent intervals, they reckon, you will get less wheelspin. Once or twice the James demonstrated this well, clambering up the hills like a tractor, the engine pulling easily and slowly.

Having climbed all the odd-numbered hills, the cars were given a rest during the lunch break. One or two of the after-lunch sections were variations of those climbed before lunch; instead of climbing straight up the hillside, the cars were directed round little loops, rejoining the main slopes at right-angles to their steepest stretches. "Blasted Stump" was such a hill and not one of the cars achieved the top—or anywhere near it. Newman's Cannon and Kemp's more recent version of the same make were the only two to reach Section 6 of the hill, the majority failing even to get clear of the loop.

"Up-hill" provided a new sort of hazard; apart from being steep and having an extremely loose earthy surface, it wound between two pairs of pine trees, allowing little more than a clearance fit for the cars passing through. Many were the bent wings, but Quitmann's Cannon was magnificent. He gave the necessary flicks to the wheel at exactly the right moments, and turned on the power just in time to swing the rear wheels clear of the trees, reaching the top in a round of applause. T. C. Harrison's Harford, which followed him, was equally neatly handled, and blipped to the top.

A. G. Imhof, however, was more force-

ful than he should have been and just managed to avoid hitting a tree head on. On the next section he had the bad luck to break the steering drop arm. An impromptu splint in the shape of a spanner was wired on, but it was not man enough for trials going, and the Imhof Special was retired.

The final section was the true sting-in-the-tail, and was climbed by many in near-darkness. Almost at the summit of the fearsomely steep earth track there was a bowl across which ran, longitudinally, a spine of insufficient width to take a car.

Newman, once again, showed the way, and the succession of spectacular failures that followed made it look as though he would be alone in his success. However, in almost darkness, Lawson's M. and L. came up. Extremely neatly, and using the throttle at exactly the appropriate moments, he used the right-hand side of the bowl, the car appearing to clear the longitudinal ridge, and motored faultlessly up to the top. Only Dadswell's Sanford was left, lights on, at the foot. When the applause had died down, along came the Sanford and, to everyone's delight, made an equally inspired climb. It was an excellent finish, and the winning of the team award by the K.B.C.C. trio, Newman, Chappell and D. Cannon was some reward to the organizers for a first-class event.

RESULTS

Alexander Bronze (best performance): Cannonton 1,172 (R. F. Chappell), 155 marks gained.

Alexander Trophy (second): Cannon V 1,172 (D. L. B. Cannon), 153. Committee Cup (third): Cannon VII 1,172 (G. J. Newman), 150. Harvey Cup (fourth): P.A.B. 1,172 (P. A. Barden), 147.

Shankel Cup (members' award): Ramond 1,172 (W. F. E. Armstrong), 157.

First-class awards: Cannon VIII 1,172 (J. H. Appleton), 137; P.A.B. Spl 1,172 (B. H. Dem), 136. Second-class awards: Trafford 1,172 (N. Carr), 152; Harford III 1,172 (T. C. Harrison), 152.

Team award: G. J. Newman, R. F. Chappell and D. L. B. Cannon, 456 aggregate.

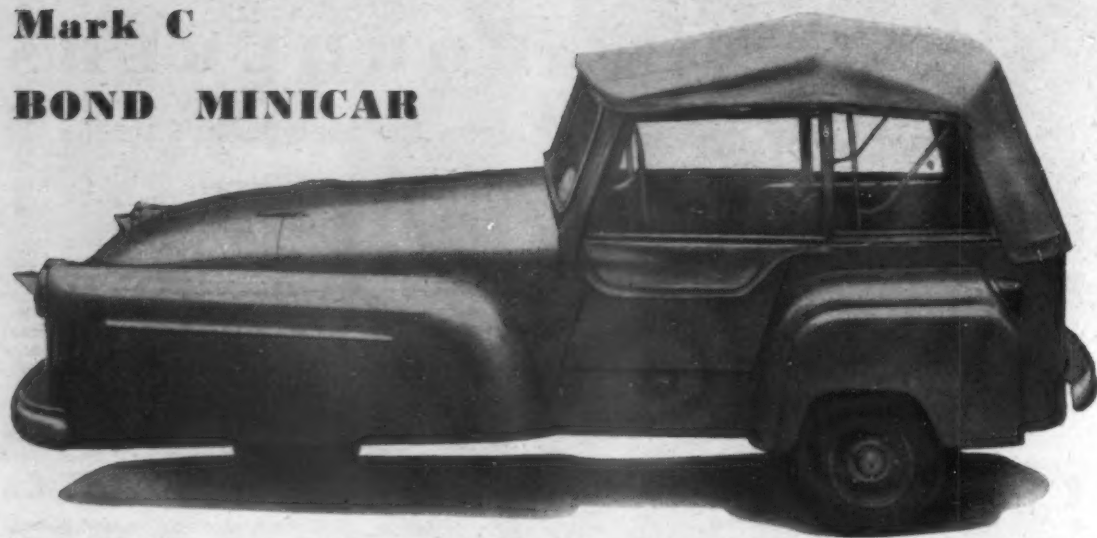


H. Illingworth's twin-cylinder, 1,000 c.c. James demonstrates good low-speed pulling power on the sharp left turn of Old Sandy, one of the morning's sections

ROAD IMPRESSIONS

Mark C

BOND MINICAR



Although not draughtproof, the side screens fit quite well. The hood can be folded reasonably quickly single-handed. The sole door is on the passenger side, and is narrow. Entry to the occasional rear seats with the hood up is difficult even for children

ALTHOUGH only a three-wheeler, the Bond Mark C is a two-four-seater that can claim to be a useful means of transport likely to appeal as a second car, or to those who do not have to travel far afield in the course of their day-to-day affairs. Cruising speed is limited to 30-35 m.p.h. and acceleration is not impressive. However, the car is claimed to travel 60-100 miles to the gallon of fuel (plus half a pint of oil), and the annual tax in Great Britain is but £5 compared with £10 to £12 10s for four-wheelers. The car is suitable for the local commuter or shopper, but not for most business motorists.

The Mark C has two small seats in the rear, big enough for children, or even adults for short periods, under which are the battery and spare wheel; the seats can be unhooked when not required. The hood folds neatly, but there is no provision for stowing the side screens other than loose in the rear.

In the front compartment there is a bench seat. The driver is provided with all the really necessary controls and instruments, but no more. The only dial is that of the speedometer, which has a total mileage recorder. The gear lever protrudes from the fascia and operates like most motor cycle foot-operated levers, that is to say, first and second gears are on either side of neutral, and, as the lever works in only one plane, third (top) gear is reached through second. On the car driven by members of this staff, gear operation was stiff, and sometimes the lever slipped straight through into top when second was required.

The pedals are orthodox. The power of the brakes is adequate; there is little "bite" but the car can be pulled up quickly without any deviation from course. Clutch operation is light and the take-up smooth. During trial of the car there was need for adjustment of the clutch, and at times there was difficulty in obtaining first gear while the car was

at rest. It was felt, however, that this was attributable in part to the fitting of the operating cable on this particular car.

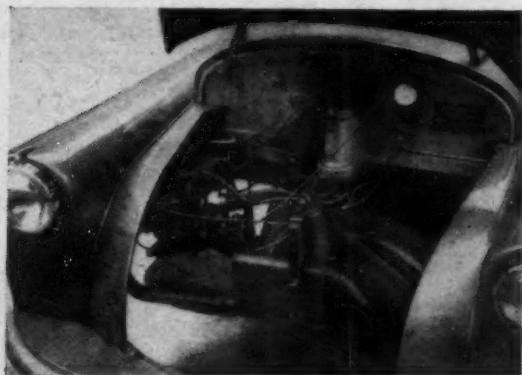
No jack is provided with the Bond, the official procedure for changing a rear wheel, for example, being to lift a corner of the car on to a suitable stand. However, having placed the spare wheel conveniently and slackened the nuts holding the wheel to be changed, it is not difficult to lift the corner of the car

and rest it against the thigh while the wheels are changed. This procedure naturally causes much amusement among onlookers!

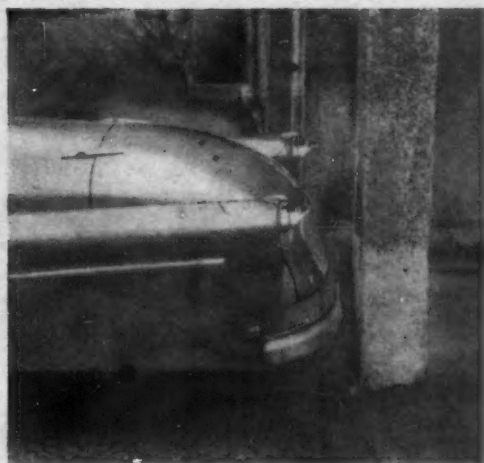
The steering, light and responsive, largely makes up for the absence of a reverse gear. At full lock the single front wheel is at right angles to the direction in which the bonnet is facing, so that the car can be turned in its own length. Even if another vehicle should park within about a couple of inches of



Wheel changing produces few problems, because the car is so easy to lift. Either rear corner can be lifted on to a stand, or supported comfortably on the thigh while wheel changing takes place



The engine and chain-driven single front wheel are in one unit. Here, the wheel has been turned at right angles to the direction in which the car is facing to demonstrate the remarkable lock, which largely overcomes difficulties encountered with a car which has no reverse gear. The air-cooled Villiers engine now has a self-starter. The filler cap for the petrol-oil mixture is on the bulkhead, and to the left of this is the exposed steering mechanism.



From this position the steering lock permits the Bond to be driven away in first gear without touching the post.

the Bond's front bumper, it is possible to steer the front sideways into the roadway without touching the other vehicle. Once the virtues of the steering in this respect are appreciated, occasions when it is necessary to roll the car backwards are very rare apart from leaving an average size garage. When necessary the car can be pushed very easily indeed.

The ride is quite comfortable for such a small car, and within its cruising speed range stability on corners is satisfactory. Earlier Bond models were fitted with a starting lever, and sometimes considerable effort was required before the engine fired. Now, there is a motor-cycle type of kick starter attached to the Villiers 197 c.c. two-stroke engine, but in the ordinary way an electric self-starter is used. This works well, and during the trial the engine started at once, hot or cold. To simplify the procedure should the engine prove reluctant to fire, there is also a decompressor pedal.

The bodywork of the Bond is neat and a real attempt has been made to achieve an appearance that is not unlike a car of normal size. The door is on the passenger

side at the front, and, when the hood is up, the driver cannot leave the car without disturbing his passenger. The door is narrow and, on the car tried, a sharp edge on the catch resulted in damage to one pair of trousers inadvertently, and to one overcoat despite a warning to its owner. Entry to the rear seats, which are well suited to children, is also difficult when the hood is erected. The back of the front seat does not fold forward and thus small children have to be lifted over: frequently it appeared, when put to the test, that it is easier for the front passenger to hold a child than it is to get him or her into the rear compartment.

It is known that some of these cars have completed long Continental trips. This confirms that the Bond is capable of long journeys. Such work is not its

forte, however, but it does provide economical transport for local use.

SPECIFICATION

Engine.—Villiers Mark 8E, single cylinder two-stroke. 59×72 mm, 197 c.c. Lubrication by petrol mixture. Engine is mounted forward of, but in unit with, the front wheel. Villiers flywheel magneto ignition.

Suspension.—Rear stub axles have trailing arms and bonded rubber suspension units. A coil spring and telescopic damper are used at the front.

Brakes.—Mechanically operated by cable at front, rods at rear.

Steering.—Exposed worm and sector.

Battery.—6-volt, 10 ampere-hour.

Fuel tank.—2½-gallon capacity with main, reserve and off taps.

Dimensions.—Wheelbase 5ft 6in, track 4ft 5in, length 9ft 10in, width 4ft 9in, height 4ft 2in. Ground clearance 7in. Weight 460 lb. Tyres, Michelin 4.00×8in.

CAPE TO CAPE BY WESTMINSTER

AN informal function was held recently at the Euston Road, London, premises of the Car Mart, Ltd., to mark the successful North Cape to Cape Town journey of Mr. Richard Pape in an Austin

A.90 Westminster. The 17,500 miles journey from northern Norway began on July 28 and finished, after many delays and difficulties, on October 22. The car which he had bought in England was wrecked before it reached the North Cape, and Mr. Pape therefore bought another car in Oslo and set off north once more, this time on his successful venture. The Austin company has now presented Mr. Pape with a new A.90 as a reward.

In Gibraltar, Pape's co-driver was taken ill and had to enter hospital. After trying unsuccessfully to smuggle another man through North Africa on his earlier co-driver's papers, he decided to contravene the Sahara regulations and make a solo crossing. Permission was refused, but after an escort vehicle had broken down Pape drove on alone. He was found, fortunately, by Arabs, and after being detained in an exhausted condition for some weeks in a French fort, subsequently proceeded with two escorts.

By this time the rainy season had struck central Africa and more trouble was encountered. Ultimately, however, Pape reached Cape Town, where he presented a blanket to the Mayor from the Mayor of Mageroya, near North Cape. This item had been mysteriously returned to him after being stolen, with the remainder of his personal possessions, in the Sahara.



Mr. Richard Pape's Austin A.90 Westminster reaches the Equator on its way from the North Cape to South Cape. The altitude is 2,200ft at this point, where native children gather to see the car.



VANGUARD of progress in the Highlands—the old style, thatched croft at Melvich, Sutherlandshire, is ruinous and derelict; beyond it is seen the modern house which, though less picturesque, is vastly better from the crofter's point of view. On the right is a stack of peat—the universal fuel in these parts

Correspondence

Opinions expressed on these pages are those of our correspondents, with which *The Autocar* does not necessarily agree. Letters intended for publication should be addressed to the Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

Rubber Bumpers

Let Us Have Real Protectors. I heartily agree with The Scribe (November 11) on the subject of functional bumpers. Let's have an end of the chromium ornaments which uselessly adorn so many cars, and replace them by real protectors made of rubber or a modern plastic material.

Welwyn Garden City,
Hertfordshire.

L. DRISCOLL.

Starting on Hills

Advice on Daimler Technique. I read with great misgiving the letter from Mr. Hall-Craggs (Nov. 11) concerning starting on hills with the Daimler Conquest. Lest inexperienced Daimler owners should be tempted, as a matter of routine, to start their cars in 2nd gear on 1 in 6 gradients, please allow me to explain in sequence the correct method of restarting on hills after brief stops such as at traffic halts. This is as follows: (a) bring the car to a halt and hold it with the footbrake at the same time moving the gear lever to 1st; (b) depress and release the gear pedal; (c) move the right foot quickly from the brake to the accelerator and slightly speed up the engine until the oil friction in a flywheel holds the car stationary; very little acceleration is needed to overcome the tendency to run back; (d) move the gear lever to 2nd but of course do not depress the gear pedal; (e) when you want to move forward simply depress the accelerator and, as the car gathers speed, depress and release the gear pedal—the gear lever is already in the 2nd position.

You then streak away whilst everyone else is releasing brakes, engaging gears, and letting in clutches. Some people may, of

course, beat the pistol by engaging their gear in advance and holding the clutch out, a practice to be deplored with the conventional type of transmission and one which, if persisted in, will ultimately ruin the thrust bearings.

It always seems a pity that the overwhelming advantages of the Daimler transmission system are not more widely known to the general motoring public. This famous firm has, however, little need for advertisement; nevertheless, to the motorist who also tours with a caravan and has often a lot of complicated manoeuvring to do, or whose driving lies mostly in populated areas, the Daimler system is superb.

Until the time comes, in the far distant future, when cars can be fitted with electronic brains which can look ahead like the human brain can, the fully automatic system of transmission will have its limitations. Completely foolproof and reliable, and utterly simple to use, the Daimler system represents the ideal compromise, and is probably the finest overall transmission system in the world today.

Rossett, Denbighshire.

S. V. KEELING (Lieut. Colonel).

Cost of Change

What of the Trader's Overheads? To "Economist" (October 7) I would say, nearer £100 for the change of his car in the first year, and £160 the second year. I am frequently asked this question and I feel the answer is simple. If "Economist" entered a showroom with the intention of buying a car and on one side stood a new Ford Consul at £667, and on the other a one-year-old similar car with 10,000 or 12,000 miles on the clock, driven by someone unknown to the new purchaser



... A Car with a PERSONALITY

SEATING

Four Adults

ENGINE

O.H.V. 6 cyls.
3993 c.c.

GEAR BOX

4 speed synchro-
mesh, overdrive—
optional extra

BRAKES

Girling Hydraulic—
Servo assisted

DIMENSIONS

Length 14 ft. 8 in.
Weight 24 cwt.

PERFORMANCE

Max. Speed 115 to
120 m.p.h.
0-50 m.p.h. 8.5 sec.
Standing 1 mile 18 sec.
90 m.p.h. at 3000 r.p.m.
Over 20 m.p.g.

Since the early nineteen-thirties, Jensen Cars have been built for the man who finds pleasure in motoring and who takes pride in his car. They have been built by craftsmen for whom it has been a pleasure to create a car with a personality—a car in which every little detail has been planned with care and pride of workmanship.

Each new model has embodied mechanical, style or design features which have been in advance of their time and have excited more than favourable comment from the press and public alike.

The "541" is yet another in the long line of Jensen Cars that worthily uphold the tradition of the past. With a maximum of over 100 m.p.h. and acceleration to match, quick and light steering, magnificent brakes, the "541" is a pleasure to own and a delight to drive—memorable motoring indeed.

And for those who require a larger and even more luxurious car, the "INTERCEPTOR" with comfortable seating for five, is available with Saloon or Convertible Coachwork.



THE JENSEN '541'

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London Distributors: Brooklands of Bond Street Ltd., 103, New Bond Street, London, W.1



ASK THE MAN WHO KNOWS...

YOUR GARAGE MAN WILL TELL YOU TO

**"Change your
oil filter - regularly - and
save engine wear"**



AC-DELCO DIVISION OF GENERAL MOTORS LTD., Dunstable & Southampton



CANVEY ISLAND—a name which still brings to mind the disastrous floods there and on the East Coast—has beauty in the autumn sunshine; on the left is the Old Dutch House, dating from 1621, beyond is the well-known King Canute Hotel

and priced at £617, which car would he obviously buy? If, on the other hand, "Economist" feels the distributor should share his profit with him on the trade-in price, I would remind him of a few of the many items which have to be met by the distributor from this:

1. Almost one day's work for fitter and his assistant for pre-delivery check on new car.
2. One day's work for car cleaner to clean and polish car and remove masking tape stains from chrome and the like.
3. 500-mile free service.
4. Sundry other adjustments found after running, e.g., screen leaks, body squeaks, refix door rubbers, rectify door catches and so on.

5. Maintain premises and stores to high standard, including showrooms.

6. Pay wages and commission to salesman and meet all administrative costs.

7. Sufficient capital to pay for the vehicles on collection and sometimes wait anything from three days to two weeks before the car is ultimately delivered and paid for.

8. Last, but not least, money to be spent on the "trade-in" to make it a saleable vehicle, and then money tied-up whilst this is being sold.

In conclusion I would say that the time of year, general conditions of trade-in, and the value of a person as a customer to the distributor would have some bearing on the price, and my experience leads me to believe "Economist" might find motor traders ready to do business on his terms—but their business economics may be different from mine.

Gillingham, Dorset.

J. V. SIMPSON.

B.M.W. Isetta

"Clutch Good, Gears Easier." I was interested in your Road Test of the B.M.W. Isetta (Nov. 4), as I have just bought one of these cars. I, too, had my doubts about clutch and gear box on the demonstrator, but I am glad to say that on my own (presumably modified) model the clutch is as good as that of any car I have driven, and the gears are much easier to select (getting easier, too, as the joints loosen up).

Incidentally, there seems to be a gap between theory and practice in the specification of the Isetta, since, to judge from the maximum speeds attained in the four gears, the engine never reaches the 5,800 r.p.m. at which it is supposed to develop 12 b.h.p.

London, S.W.10.

THOMAS JAGO.

24 Hours at the Wheel Enough

A Plea to Rally Organizers. I have just read your article on the M.C.C. Hastings Rally, and whilst I am wholly in favour of the holding of rallies, trials, hill-climbs and the like, I am rather mystified by your account of drivers finding it difficult to remain awake, and of senses dulled by tiredness after driving without sleep for 48 hours.

Surely in these days of overcrowded roads, bottlenecks, bad road surfaces and the like, we do not want another danger in the form of sleepy drivers at the wheels of high-powered sports cars. We are continually reminded of the need for care on the roads, so to put another menace in our paths is, to me, just plain stupidity.

May I make a plea to all rally organizers to arrange their timetables so that no driver is on the road without sleep for more

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than 24 hours at the most. Remember, it is the duty of everyone, whether a proud owner of a Jaguar, or the timid driver of a vintage Austin Seven, to "Keep Death off the Road."

Weymouth, Dorset.

FORD OWNER.

Choice of Gears

A Mathematical Recreation. After six months' experience of a modern 1,500 c.c. car with a 4-speed gear box instead of the three speeds as in my previous car, it seems to me that the advantages of 4-speeds over 3-speeds have been exaggerated. Instead of giving me a third gear reasonably close to top gear, the makers have provided an unnecessarily low first gear, which is virtually wasted. In order to compare the choice of gears, I have tabulated the reciprocals of low and intermediate gear(s) as a percentage of the reciprocals of top gear for various models:

Model	Low	Intermediate
1,500 c.c.		
Austin A.50	25	42
Ford Consul	36	61
Hillman Minx	28	41
M.G. Magnette	28	45
Morris Oxford	25	42
Singer Hunter	25	49
Vauxhall Wyvern	29	61
2,000-3,000 c.c.		
Aston Martin DB2-4	34	50
Humber Hawk	32	41
Jaguar 2.4	30	51
Riley Pathfinder	30	49
Rover (all models)	29	49
Standard Vanguard	28	60

Of the 1,500 c.c. cars, only the M.G. and Singer have a reasonably high third gear. Of the others, 4-speed boxes have little advantage over 3-speeds. In the 2,000-3,000 c.c. class, the Standard has a very low intermediate gear in relation to top gear. The best choice of ratios seems to be those on the Aston Martin, Jaguar and Rover.

A first gear 25 per cent of top is much too low and I suggest 35 per cent, 50 per cent and 75 per cent of top gear for first, second and third gears in a 4-speed box. I appreciate, of course, that the choice of gears will depend to some extent on the actual top-gear ratio. Perhaps one of your readers with expert knowledge of the choice of gear ratios could comment on this matter.

Mirfield, Yorkshire.

S. WALKER.

[The reciprocal ratio referred to by Mr. Walker is the ratio of wheel revolutions to engine revolutions, from the engine end, e.g., the Austin A.50 ratios by this method are, top 0.204, third 0.138, second 0.085 and first 0.052. The usual method is to express the ratio of engine revolutions to one revolution of the road wheels.—Ed.]

Four Speeds or Three?

But He Still Wants Overdrive. The letter from Mr. A. G. Park, of Melbourne (Sept. 16) inquires as to the relative merits of a four-speed gear box as against a three-speed plus overdrive, assuming the ratios were equal in both cases. If the overdrive he has in mind is the Laycock-de Normanville, there are several advantages in the latter arrangement. First, the change between the two upper and most-used ratios is both clutchless and instantaneous. Secondly, so many motorists just live in top gear; if offered a four-speed box with a real top gear most drivers would still use this for pottering around the block, whereas the same drivers, if offered their main road gear in the form of an overdrive, would be more likely to retain this for high-speed cruising and to do their pottering in direct top, which then becomes a silent third. This is all most top gears are, anyway. Thirdly, the question of silence; I feel that low-speed travel in direct top is more restful than using even the best third gear, while for high speeds one still has overdrive top, a completely silent gear.

But what I think Mr. Park and I really need is a first-class four-speed gear box and the overdrive. I utterly detest the present trend of trying to fit three adult passengers in the front seat of any car, and am most firm with people who think they are going to be the middle man on the front bench when the rear lies empty. Such people are a nuisance and a danger, and it riles me that in order to accommodate such pests horrible things have been done to the transmission of present-day cars. The three-speed gear box is totally inadequate for hilly and

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crowded roads in any country, with or without overdrive. Yet the notorious steering-column gear change does appear to work better with a three-speed box than with a four-speed. This is another reason for overdrive, to enable the gap between second and top to be bridged by the useful overdrive second. But, even given a first-class four-speed gear box with a short rigid gear lever, or even a long girder section lever, floor mounted, of course, and no middle passenger to get in the way when I wished to use it, I would still plump for overdrive. The electric switch method of changing between the two upper ratios takes some beating, besides which, the gate for some five-speed gear boxes can be untidy and in some cases, I believe, even downright awkward. Usual disclaimer.

Roseworthy,
South Australia.

P. ROWLAND.

Yellow Head Lights

Watch That Dip to the Right. I had my head lights changed to cadmium bulbs for a Continental tour, with the object of conforming to French police regulations. Although it is debatable, I think these yellow head lights do give some degree of confidence in winter driving in this country, as there is apparently not so much brilliant glare throw-back in foggy or misty weather.

I have been disturbed recently by approaching drivers flashing their lights at me whilst I have been driving with my yellow head lights dipped. I had them checked and found that the cadmium bulbs are hooded to dip to the right in this particular make, and I have therefore been dipping into the line of approaching traffic. I have had the bulbs changed to dip to the left, and I feel this is something which is not generally known, and a tip worth passing on.

Thames Ditton, Surrey.

H. TUDOR WILLIAMS.

Petrol Economy

Is the Right Foot the Best Bet? I culled from advertisements 13 devices and products claimed by their manufacturers to save petrol. In the case of 10 of them the claim was backed up by percentage figures. My Sunbeam-Talbot 90 Mk. IIa achieves a fairly consistent 26 m.p.g. over a long period. I already use an upper cylinder lubricant and a level graded oil, without which, the manufacturers tell me, I could expect only 19.5 m.p.g.

I selected a vapour mixer (25 per cent saving), an exhaust pipe venturi (10 per cent), a petrol feed stabiliser (25 per cent), and a water injector (25 per cent), all of which could be attached to the car without getting in each other's way. Adding the percentages together, I find I can expect 48 m.p.g. But my mathematical friends tell me that the effect should be cumulative and that I have every right to expect 55.7 m.p.g. without any change in driving technique or fall in performance. To think that I used to pat myself on the back for the occasional 30 m.p.g. on a long run! I am evidently far behind the times in regarding the right foot as the best petrol economiser. Or am I?

Stanhope, Co. Durham.

K. LINGFORD.

Reflectors at the Front

Safety Factor When Side Light Fails. I saw three cars with off-side head light out and no off-side side light whilst driving from Basingstoke to Winchester recently. These can so easily be mistaken for solo motor cycles.

In view of the increasing frequency of this offence by all types of vehicles, and the danger caused, is it not time that white reflectors at the front of vehicles were made compulsory?

Fordingbridge, Hampshire.

G. H. DODGSON.

An Ideal Car

More Hints to Riley. May I support Mr. Yang's improved specification (November 4) of a Riley type for future production? In particular, I would underline the sliding roof and adjustable steering column. May I also add the following:—

1. Opening windscreen.

2. Inside dimensions an inch or two greater than the Riley, say as for the Wolseley 6-80 or the Armstrong Siddeley 1946-52 range, even at the price of a slight increase in roof height (offset by a seat adjustable for height)—manufacturers seem to imagine that these islands are populated by dwarfs.

3. Side-opening bonnet and drop-lid to boot—the fact that I

nearly had my right hand cut off by the modern crocodile bonnet merely reinforced my already unprintable opinion of the present-day atrocities.

Do not let some British manufacturer raise that pusillanimous cry that "There is no demand" for this car. How can it be ascertained that there is no demand when the subject of the possible demand does not exist? Some people would have said that there was no demand for a 2½-litre Jaguar.

Ascot, Berkshire.

A. NEALE.

Problem of Dazzle

Defence of the "Heavy Brigade." After reading J. R. Shingler's letter (November 11) on dazzling by heavy goods vehicles and their spot lights—I would rather face a heavy goods vehicle than a car at night, every time. I have done a lot of night driving, and have met many cars with dazzling head lights, the drivers of which wait for the oncoming traffic to dip; you meet the heavy goods vehicle with its side lights on, and one spot light shining into the near side gutter. Many motorists say that heavy goods vehicle drivers are the most courteous users of the road, and I think that is the case.

I am a firm believer in doing to others as I would that they should do to me; let us make a habit of being the first to dip, and if in doubt, give way to other road users—there would not then be so many accidents.

Cheltenham.

G. W. LITTLE.

Road Signs

From Countess Joanna Palffy

And the Right Time to Dip. One could not agree more with Major Acland (October 28) when he says that many accidents must be caused by error of judgment and even more by the misjudging of speed. In fact one could go even further and say that these two errors are at the root of 85 per cent of all road accidents. But I do not believe that a bad judge of distances will become a better one for being told by a sign how far ahead an obstacle is, because it refers only to a stationary one at a given and usually familiar point, and not to a moving one coming towards him at such and such a speed.

To use a simile which will strike a familiar chord in the major, it is one thing to be a passably good shot at the target range with your rifle sighted for just the distance of the immobile target, and quite another thing to be a good shot out on the moors with the grouse coming for you hard and fast from all angles. It is an inborn talent for judging distances plus speed that enables you to hit the bird or not to hit the other man's car, under all circumstances, and if you lack that talent all you can do (on the road) is to observe caution with a capital C. In fact I think that most indifferent or downright untalented drivers actually do observe caution after their first initial contretemps or very close shave.

Another cause of accidents is, I am sure, slow-motion action, too late to be effective, or sheer paralysis when faced with a situation that needs lightning-quick, well-judged action. That is why it is such a pleasure to drive in Italy, where traffic is very fast indeed and the standard of driving excellent, with no dithering or hesitating behind the wheel, and no applying of brakes when to depress the accelerator pedal down to the boards would have been more to the point.

The subject of dazzle appears very often in the correspondence columns of *The Autocar* written, I fear, mostly from people with weak or sensitive eyesight, who ought never to venture out into fast traffic at night. Head lights one has to dip too soon, before a madly signalling owner of weak eyesight still half a mile or more away, are a much greater danger, because one risks running down a cyclist with muddled rear reflector or rear light; invisible to dipped lights, unless one brakes to a crawl. In Italy head lights are dipped at the last and right moment, with nobody the worse for it.

Austria.

JOANNA PALFFY.

M.G. and S.S.

Origin of Well-known Initials. Several readers in recent weeks have asked the derivation of the initials M.G. and S.S. The origin of M.G. goes back to the time in the middle 1920s when the late Cecil Kimber, manager of the then Mr. W. M. Morris' Morris Garages with showrooms in Oxford, developed a semi-sports model from the standard Morris Oxford of the period. This came later to be produced as a regular model and soon to be known as the M.G., from, of course, the name Morris Garages, and then in the passage of time to become a make in its own right.

The first S.S. model had a special Standard chassis carrying Swallow coachwork, produced by the Swallow Coachbuilding Co., Ltd., which firm later became a public company under the title of S.S. Cars, Ltd. The initials S.S. stand for Standard Swallow.—Ed.

Vauxhall value...

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WYVERN: £510 plus £256.7.0 PT
 VELOX: £560 plus £281.7.0 PT
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NEW FEATURES...NEW STYLING...NEW COLOURS...

Take a good look at the good looks of the new Vauxhalls. The wide-view panoramic rear window and the slimmer wind-screen pillars are new. New too are the glossier finishes — in a wider-than-ever range of single colours, plus, on the Cresta, distinctive duotones alternated to give a three-colour effect. (See illustration.)

Other 1956 features include tubeless tyres, new and better brakes, new door-locks and window-winding mechanism, nylon upholstery options on some models, and many

touches of refinement and detail.

With all these extra features, Vauxhall value is greater than ever. Room for six and all their luggage. Outstanding performance with good economy in the 6-cylinder Velox and Cresta. Outstanding economy with quite surprising performance in the 4-cylinder Wyvern. Four-figure engineering at three-figure prices — purchase tax included!

Your local Vauxhall dealer will be glad to show you the new models and to explain the delivery position.

People don't realise how much power
worn valve springs waste.

Until they put in a new set of Terry's!

The difference then is quite
astounding on hills,
when passing traffic, in better M.P.G.

**miles
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pep**

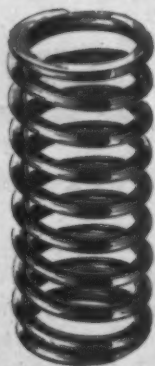
Wise motorists specify Terry's when
new valve springs are needed.

Made by Britain's leading spring
specialists they are therefore
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Every good garage keeps them.

refit with **TERRY'S**

zero valve springs



TERRY'S MIDGET TOOL

Combined spanner
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for points, coil and
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Strong, light,
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The 'Midget' has 8
different spanners,
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The Sport

THE MOSS PROBLEM

G.P. BUGATTI

CHRISTMAS PARTIES

AT THE TIME of going to press, there has been no official announcement about Stirling Moss' plans for next season, though it is likely that, before this appears in print, his decision will be known. The subject has been given a great deal of publicity in the Press, the patriots maintaining that he should drive British and those unpatriotic outcasts who have Moss' future at heart that he should drive the car most likely to win him the Championship—whatever its nationality. The factors influencing his decision are legion and a few are worth considering.

First of all, he must go all-out for the World Championship next season and, in doing so, must drive against Fangio—not for him; this, obviously, means he must drive for a different team. There is also the point to be considered that, if he beats Fangio next season, it will be a great achievement—Fangio will still be at the top of his form. If he waits until 1957 a little of the kudos will be lost because, people will say, Fangio is getting past it—always providing that Fangio does not retire before then. His greatest possible achievement would, of course, be to win the Championship in a British car; this obviously would reflect most creditably on the British industry as a whole, and in considering his decision, he has been very much aware of this.

The alternatives open to him have been these: M. Orsi, of Maseratis, has offered him the position of Number 1 driver, with Jean Behra as No. 2 and Peter Collins as No. 3; together with this offer went a guarantee that Fangio would not drive for the team if Moss agreed to, but a time limit was set and the decision had to be made quickly. Then there were the British cars—B.R.M., Vanwall and Connaught. During trials of all three by Stirling and Peter Collins, they found that the Vanwall was the easiest and safest to handle, particularly in the wet when it was found to be faster, even, than many of this year's successful G.P. cars; it lacked, however, in power—or it was too heavy. The B.R.M. proved to have ample power in the wide speed range from 4,000 to 9,000 r.p.m., but did not handle well, the front lifting under

acceleration, and the car snaking badly out of corners—which, of course, increased the car's lap times. The Connaught proved to handle better than the B.R.M. but not as well as the Vanwall.

Silverstone lap times, mostly in the wet, for the three cars were these: Connaught; 1min 53.7sec with one set of tyres and 1min 50.6sec with a different set. Vanwall; 1min 46.9sec, and 1min 47.9sec with the fuel tank filled right up. The B.R.M.'s best time had been 1min 50.5sec—until the experiment was made of loading down the front end with 60lb of metal, and Collins put in a lap in the astonishingly good time of 1min 46.3sec. Moss reckoned that a Maserati could lap in 1min 43sec in ideal conditions—not, strictly, a fair comparison. During these tests, by Ron Flockhart as well as Moss and Collins, the B.R.M. covered a mileage well in excess of the normal G.P. distance of around 300 miles.

In addition to the obviously very strong potential of the B.R.M., there was the sporting offer made by Alfred Owen that, should Moss sign for B.R.M. and the car prove unsuccessful in its first two races, he would be free to go and drive another make.

Those are the facts and the influences, which weighed heavily. In addition, there were several imponderables. As Stirling said, probably for the first time ever British cars stand a chance of regular places in next year's races; there was the distinct chance that he might win the Championship in a British car. Against the choice of a British car was the fact that none of them is really proved and developed—though they are well on the way towards it—and, with the Championship in view, nobody would expect Moss to act in effect as a development driver with what might

be only a small chance of racing success... but against this is the thought that, if British cars do stand a chance, they should have the best possible drivers, and the current formula, remember, has only two seasons to run.

The attitude of the British industry as a whole towards motor racing has not helped. It is not permitted to take the three cars to the M.I.R.A. proving track at Lindley and drive them round at racing speeds for the duration of a Grand Prix. In Italy, on the other hand, racing car manufacturers can take their cars to Monza and drive them flat-out round the banked circuit to their heart's content. Then there is the consideration that Maseratis have G.P. races other than World Championship events going on regularly on their doorstep, but it might not be possible to take the British cars abroad and race them against full Grand Prix cars except in the Championship events—with the consequent loss of opportunity to try them out.

There was also the important fact that Alfred Owen had agreed to put a further £200,000 into the B.R.M.s if Moss were to drive for them, and the possibility that the money might not be forthcoming if he did not—in which case the success of these promising cars would be jeopardized. And there was also the fact that Peter Collins had decided to throw in his lot with Stirling, dealing with the opposition while Moss went away to win—which plan would be of mutual advantage to both drivers. Finally, of course, there was the not unimportant consideration of where Fangio's allegiance will be next season.

THE TYPE 251 G.P. BUGATTI was shown recently to an assembly of French journalists at Entzheim, near the Bugatti works at Molsheim. Such

The prototype Type 251 Bugatti Grand Prix car made its first public appearance at Entzheim, near Molsheim, recently. With the eight-cylinder engine placed across the frame, behind the driver, the car appears very short. Seated in the car is M. Pierre Marco, head of the Bugatti concern; to the right of the photograph is Giachino Colombo, who was responsible for the Type 158 Alfa Romeo and who designed the Bugatti



details of the construction as are known are interesting. The engine is a straight eight, with a bore and stroke of 76 by 68.5 mm. The cylinder block, of light alloy, is cast in two parts, which include the upper halves of the crankcase. The crankshaft is in two halves, each of which is supported in five main bearings; in the centre is the train of gears which drives the twin overhead camshafts. Ignition is by twin Marelli magnetos which are operated by the same train of gears that drive the oil pump. Two plugs are used per cylinder.

The engine is mounted transversely in the frame, behind the driver, and the central gears also drive the five-speed gear box which is in unit with the engine. Power is transmitted to a solid mounted differential driving through universally jointed half-shafts to the rear wheels. Coil springs form the suspension medium at both front and rear, a built-up beam front axle being used and a de Dion layout at the rear. Hydraulically operated disc brakes of Bugatti design are used.

Although the car shown to the Press at Entzheim was the experimental prototype, it is understood that a second car is well on the way to completion.

RUN AS AN EXPERIMENT for the first time last winter and a great success (the crowd was 40,000 strong), the B.R.S.C.C. Boxing Day meeting at Brands Hatch is to be repeated this year. The meeting is run, of course, under the proviso "weather permitting"; if Kent is under a blanket of snow there will not be any motor racing. Entries have been coming along nicely and it is hoped that there will be over 100 before the list closes. Names so far on the list include Ivor First - to - lap - Brands - in - under - one-minute Bueb, and Jim Russell; the programme will be as follows: Air-India Trophy race for unlimited racing

The Sport

cars (15 laps); Martini Trophy race for unlimited sports cars (15 laps); Lex Trophy race for sports cars up to 1,200 c.c. (15 laps), and the Yuletide Trophy for formula 3. This race will be run over two heats of 10 laps, a second final of 10 laps and a first final of 12 laps.

As well as the racing, there will be Christmas carols, a barbecue and a "guess who" Father Christmas, arriving by helicopter. The day's programme will start at 11 a.m. and will finish at 4 p.m. If the attendance figures are poor the meeting stands a chance of being a howling failure financially. It is greatly to the credit of the B.R.S.C.C. that they have the courage to put on the meeting, so don't overdo it on Christmas Day and decide to sleep it off on Boxing Day.

AT THE B.R.D.C. DINNER on December 9 at the Dorchester Hotel, London, the following awards for 1955 will be presented: The B.R.D.C. Gold Star (awarded annually on a points basis to the most successful British driver); Stirling Moss. The Seaman Trophy (also awarded annually, on a points basis, to the British driver most successful in foreign events); Stirling Moss. The John Cobb Memorial Trophy (awarded from time to time, but not more than once in any one calendar year, to the British driver who, in a British car, has achieved an outstanding success); Mike Hawthorn. The E.R.A. Club Trophy (awarded annually to the British driver who, driving a British car, has put up the best performance in an International road race held outside the British Isles);

C. A. S. Brooks. The Johnny Wakefield Trophy (for the fastest lap by a British driver during the season at Silverstone); Peter Collins and Roy Salvadori, each of whom lapped at 98.48 m.p.h. in the 1955 International Daily Express meeting.

BLOW HOT, BLOW COLD . . . rumours which have alternately promised and denied a Grand Prix Alfa Romeo for next year's races have now been settled. M. Quaroni, general manager of the company, has announced that his cars will not be taking part in major races next season. Ah, well . . . 1957, perhaps.

WHILE DRIVING one of Tony Parravano's Maseratis at Modena, the Italian driver Scarlatti was slightly injured when the car left the road. The car was damaged, but it is hoped that Scarlatti will be out and about again in a week or so.

AS CHRISTMAS draws near, the social calendar grows every bit as congested as the sporting; last Friday night there were no fewer than five clubs dining and dancing their members. The Bugatti Owners Club chose Londonderry House, in Park Lane. In replying to Eric Giles' welcome to the guests, Desmond Scannell drew attention to the fact that the club exists—and thrives—on reverence and enthusiasm for a make that is no longer in production. He suggested that, when Stirling Moss came along from the Mechanics' party at midnight, a suitable tune would be "What'll I do?" rendered, preferably, by the Bourne brass band and the Deep Rivers Fletcher Boys. In due course Stirling came along and was presented with one of the club's Bugatti radiator replicas in recognition of his outstanding successes this season.

At the Grand Hotel, Bournemouth, the West Hants and Dorset Car Club foregathered, Mike Hawthorn being guest of honour. In his response on behalf of the guests he emphasized the importance of Britain's motor clubs. Enthusiasts abroad, he said, are tempted to come over to Britain to start their racing careers because it is only in Britain that there are small race meetings, properly organized by the many clubs. Roy Salvadori was also present.

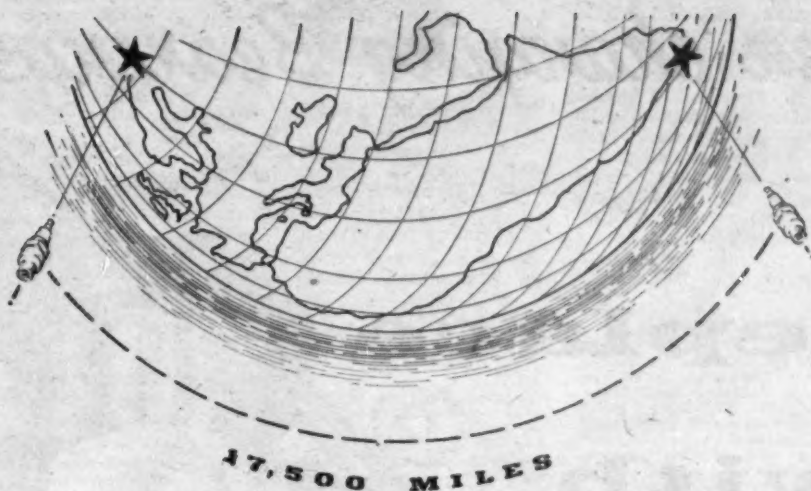
By general acclaim, the British Racing Mechanics' party is reckoned to be the social motoring occasion of the season. It is perhaps the only one when the mechanics really take charge of the team—not always successfully, as was clear from the efforts of "Wilkie" Wilkinson, when he tried to control his *Ecurie Ecosse* party last Friday evening. There are few clubs which can claim to have had only one president since their inception, and the Mechanics are fortunate in still having Ken Taylor in the chair. He is prob-

COMING SHORTLY

- DECEMBER 2.**—West Essex C.C. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 6.30 for 7 p.m.
- 2.—Monte Carlo Rally B.C.G. Annual general meeting and dinner, Clarendon Restaurant, Haemmersmith, London, W.6, 6.30 p.m.
- 2.—Old Merchant Taylors' M.C. Film show, Durrants, Croyley Green, near Watford, Hertfordshire, 8 p.m.
- 3.—London M.C. Gloucester Trial, Royal George Hotel, Birdlip, Gloucestershire, 10.30 a.m.
- 3.—Middlesex County A.C. Annual dinner and dance, Café Royal, Regent Street, London, W.1, 6.30 p.m.
- 3-4.—Bugatti O.C. Winter Rally, starting from Banbury, Bourne, Redmarley, Bromsgrove, Aston, Tolpiddle and London, 8.15 a.m.
- 3-4.—Morgan 4-4 Club, Annual night rally, starting from Evesham and Luton, 10 p.m.
- 3-4.—Hants and Berks M.C. and United Hospitals and University of London M.C. Night navigation rally.
- 4.—M.G. Car Club (N.E. Centre), Goathland Rally.
- 4.—Liverpool M.C. Day Rally, Hare and Hounds Hotel, Tarbock, near Liverpool, 9.30 a.m.
- 4.—Lindsey A.C. Semi-sporting trial.
- 4.—Airedale Pirates M.C.C. Night navigation rally.

- 4.—Old Merchant Taylors' M.C. Winter Rally, Durrants, Croyley Green, near Watford, Hertfordshire, 2 p.m.
- 4.—Harlow and District A.C. Navigation rally.
- 5-11.—Bahamas speed week.
- 6.—Haslemere M.C. Film show, St. Christopher's Hall, Haslemere, Surrey, 7.30 p.m.
- 7.—S.M.W. Car Club. Film show, Eccleston Hotel, Victoria, London, S.W.1, 7.30 p.m.
- 8.—Allard O.C. Christmas party, Abbey Hotel, North Circular Road, London, N.W.10, 7.30 p.m.
- 9.—B.R.D.C. Annual dinner and dance, Dorchester Hotel, Park Lane, London, W.1, 7.30 for 8 p.m.
- 9.—London M.C. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1.
- 9.—Herts County A. and A.C. Annual dinner and dance, Red Lion Hotel, Hatfield, Hertfordshire, 7.15 for 7.45 p.m.
- 9.—Cornwall Vintage C.C. Annual dinner, Hotel Bristol, Newquay, Cornwall, 7.30 for 8 p.m.
- 9.—Bolton-le-Moors C.C. Annual general meeting, Turton Conservative Club, near Bolton, Lancashire, 8 p.m.
- 10.—B.A.R.C. (East Sussex Branch), Night touring rally, Cavendish Hotel, Burlington Place, Eastbourne, Sussex, 6.45 p.m.
- 10-11.—North Midland M.C. Moonlight Rally.
- 10-11.—Per Ardua M.C. Kenley Rally, Officers' Mess, R.A.F., Kenley, Surrey, 8.30 p.m.

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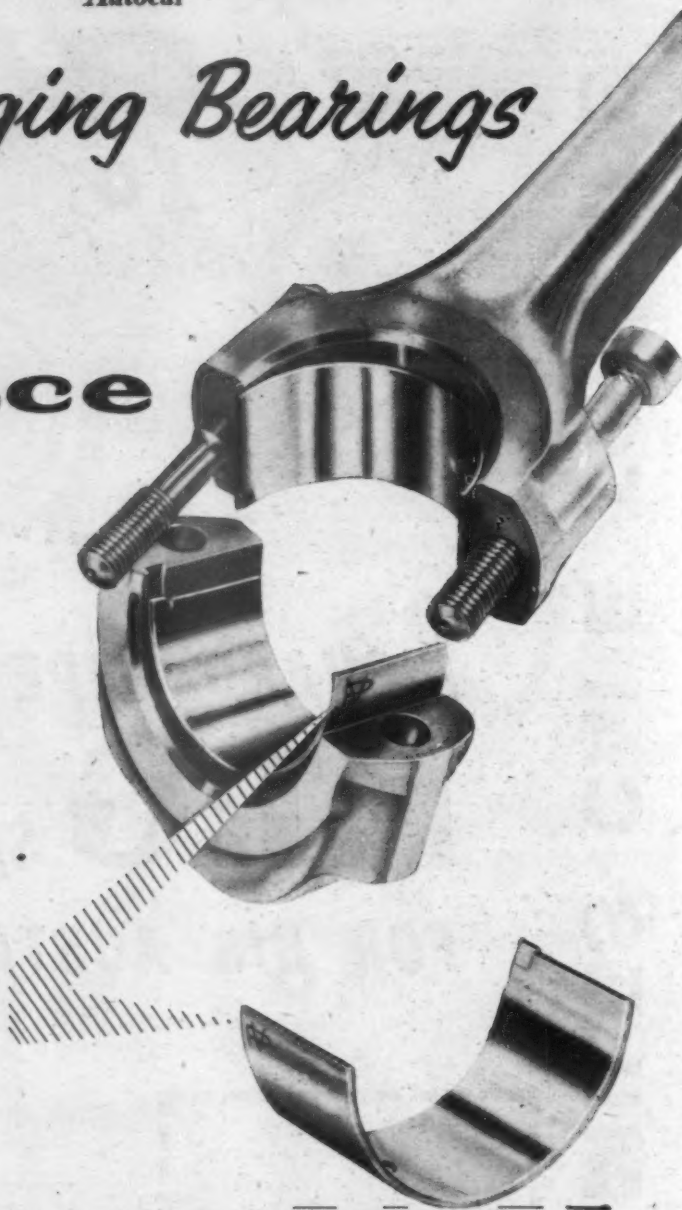
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ably the greatest mechanic of them all, and his annual protestations that he would like to hand over the job to a younger man were drowned in the customary chorus of cheers, nays and renderings of "For he's a jolly good fellow." Ken said it was always a pleasure for his boys to play host to the drivers and he was particularly glad to see Mr. and Mrs. W. Lyons among the many distinguished guests. In a brief reference to older members of the club, he said that two have become company directors, two are chief engineers, one is a service manager and one renegade has joined the technical Press.



Also celebrating the festive season were the S.W. Centre of the M.G. Car Club (at the Paradise Road House, Redhill, near Bristol), and the East Sussex branch of the B.A.R.C., at the Cavendish Hotel, Eastbourne.

THE B.R.S.C.C. entertained a considerable number of its members to

a film show at the Royal Empire Society, London, W.1, last Monday evening. Included in the programme were two new Castrol films—*Grand Prix Trio* and *Flying Ice*—which should have made their debut at the Castrol film show on November 17. This function had to be postponed until November 30 and, in order not to inconvenience the B.R.S.C.C., Castrol very sportingly agreed to let these films be used. Altogether, seven films were shown, and included the excellent Jaguar film of this year's Le Mans race.

PETER GARNIER

CLUB NEWS

Chester M.C.—A 140-mile course on good surfaced roads in Cheshire and North Wales was arranged for the Martini Rally held on November 6. Competition was very keen among the 36 entrants, and C. Abbott, driving a Triumph TR2, won the rally with the loss of no marks. The runner-up, G. John in a Rover 75, lost only one mark, and the following competitors, who lost two marks each, gained first-class awards: J. Williamson (M.G. Magnette) and D. S. Done and A. H. Hill, both driving Renaults.

Thames Estuary A.C.—Members wishing to enter the Kittens' Eyes Pairs Rally on December 10-11 are reminded that entry forms should reach the secretary of the rally (S. L. Offord, 68, Exford Avenue, Westcliff-on-Sea, Essex) by Monday, December 5. The rally will be organized on the same lines as last year's event; that is, competitors will work in pairs completing one route card between each pair, and it will be good practice for the club's National Cats' Eyes Rally to be held early next year.

Newcastle and District M.C.—The Hunter Cup Trial on December 11, which starts from the Golden Lion Hotel, Allendale, Northumberland, at 10.15 a.m., is open to members of the Berwick and D.M.C., B.A.R.C. (Yorkshire Centre), Cumberland S.C.C., Darlington and D.M.C., Durham A.C., Hartlepool and D.M.C., King's College M.C. and the organizing club. The road section will be between 100 and 150 miles in length, and cars will compete in three classes—up to 1,000 c.c., 1,001 to 2,000 and over 2,000 and supercharged. Entries should be sent by December 5 to the secretary of the meeting R. B. Horn, 3, Westwood Road, Brunton Park, Newcastle-upon-Tyne.

Seven-Fifty M.C.—The Southern Centre will hold its Christmas dance at the Highcliffe Hotel, Sea Road, Highcliffe, Hampshire, on December 10, starting at 8.30 p.m.; tickets can be obtained from C. E. Carter, Queensmead, Arncliffe Close, Barton-on-Sea, Hampshire.

Alvis O.C.—On Sunday, December 11, a 40-mile rally, starting from the Petre Arms Hotel, Langho, near Blackburn, at 1.30 p.m., is being organized by the Northern Section. Details are obtainable from A. Ellison, Rylstone, Earnsdale Avenue, Darwen, Lancashire.

Architects' and Surveyors' M.C.—The club's first motoring event—a treasure hunt held on November 20—was won by M. Godber driving an Austin A.50. B. Meckins in a Ford Zephyr took second place and C. W. Rands-Allen in a Vauxhall Velox third place.

Harrow C.C.—The results of the Surrey Sporting Rally held on November 13 are as follows:

Best performance: Triumph TR2 (P. E. Stull). **Navigator's award:** J. L. Bushell. **Class winners:** Substandard Ten (F. Denison); Triumph TR2 (L. R. Needham). **Second-class award:** Volkswagen (G. O. Moore). **Honour award:** Volkswagen (G. W. Carpenter).

Two dates of interest to members are December 2, annual dinner and dance, and December 11, Petit Rally.

Healey D.C.—The Scorpion Rally, the first rally to be organized by the club, took place on Sunday, November 6. There were two starting points—Kenilworth and Denham (Buckinghamshire). The starter at the first point was Donald Healey, the patron of the club, and cars leaving Denham were started by Peter Cavanagh, who is a founder-member. The two routes converged on Loughton, in Buckinghamshire, and competitors had lunch there at the Talbot Hotel. The second part of the rally was harder; competitors made their way north-eastwards to Oundle, where a simple tie-deciding test was held on a disused airfield. After the test, competitors collected a third route card for the short, but difficult final section. The finish was at the George Hotel, Buckden, Huntingdonshire, and 26 of the 29 starters completed the course.

RESULTS

Donald Healey Trophy (best performance): Austin-Healey 100 (J. F. Winby). 5 marks lost. **Second:** Austin-Healey 100 (L. Griffiths). 7. **Third:** Austin-Healey 100B (W. R. Flockhart). 8. **Fourth:** Elliott-Healey (L. S. Michael). 13. **Leader prize:** Austin-Healey 100B (Miss H. Innes). **U.S. Trophy:** Austin-Healey 100 (L. J. Hanson). 10. **Driving test prize:** Austin-Healey 100 (L. Griffiths). **Consolation prize:** Austin-Healey 100 (Miss A. Wigmore). 41. **Honours prize:** Healey Silverstone (E. N. Wylie). 13.

B.A.R.C.—The night navigation rally, run by the South-western Centre on November 5-6, started from the Little Testwood Country Club at Totton, in Hampshire, at 8 p.m. The first two sections called for navigation by six-figure map references, and the third and fourth sections set navigators more complicated problems. Regularity tests took place at the end of the first and third sections. Just before the finish at Totton a rather elusive marshal, stationed within 1,000 yards of the final control, had to be visited. The fact that he proved to be on the other side of the River Test, approachable only by a ten-mile drive, upset the finishing times of quite a number of competitors.

RESULTS

1. Austin-Healey (A. P. Monk), 892 marks gained. 2. Ford Anglia (G. E. Todd), 837. 3. Sunbeam-Talbot (P. Downes), 722.

Navigators' awards: Navigator of winning car: Miss J. D. Bolner. Navigator with best results on the two average speed circuits: K. M. Baldwick.

B.R.S.C.C.—The Cento Miglio rally, held on Sunday, November 20, was won by C. Shove, driving a Fiat 1100 TV, with the loss of three marks. Awards of merit were gained by I. H. Smith (Austin A.90), D. S. Hall (Austin A.30), G. W. Forster (Sunbeam-Talbot), F. B. Sowrey (Morris Minor), H. F. Day (A.C.), H. R. Harvey-Moffatt (M.G. Magnette), and I. W. R. Martin (Morris Minor).

Airedale Pirates M.C.C.—In the Autumn Rally held on November 13, navigators faced the task of locating America and New Brighton. America turned out to be four miles from Keighley and New Brighton four miles from Skipton. Good driving by K. A. Jones in a Ford Consul gained him the premier award. B. Kelly, also driving a Consul, was second, and P. Dennehy, driving a Ford Zephyr, was third.

Worcestershire M.C.—The Autumn Rally held on October 21 and 22 started from Worcester. The night section took the cars into Wales, where there were eleven consecutive time controls in the Brecon area, calling for first-class driving and navigating. From central Wales, the route led to Hereford and then to Cirencester for the breakfast stop. After breakfast competitors went through Somerset and Wiltshire to Honeybourne aerodrome, where the final driving test was held, before the finish at Evesham.

RESULTS

Evening News and Times Challenge Cup (best performance): Riley 2½-litre (J. E. Bell and J. R. Thomas).

Best W.M.C. member: Triumph TR2 (H. E. Rumney and D. Thompson).

Category winners: Open cars: Triumph TR2 (A. H. Hewitt and W. R. Jones). Closed cars: Ford Anglia (A. T. de Bley and R. H. Dillwyn).

Class awards: Open cars up to 1,300 c.c.: M.O. TC (F. W. Gilbert and J. A. Caddell). Over 1,300 c.c.: Morgan Plus Four (Miss A. Jervis and Miss M. Freeman).

Closed cars up to 1,300 c.c. 1. Standard Ten (H. J. Clegg and J. Bodin). 2. Ford Prefect (G. H. J. Williams and P. Ward). Over 1,300 c.c.: Ford Zephyr (A. B. Mayfield and T. M. Galloway).

Honour award: Hillman Minx (E. Anderson and B. G. Marshall).

Team award: "Walldoes"—H. C. Wall (Austin A.40), E. Anderson and R. B. Mayfield. **Navigator's award.**

Margate and District C.C.—The 38 competitors in the second annual Ramsgate Autumn Rally started from the High Rocks Hotel in Tunbridge Wells on Saturday, November 19, the first car leaving at 8 p.m. In the first section it was necessary to cross a railway line between the start and Osted at certain points from a given direction. Three "Eight Clubs" sections followed, finishing at Rake, in Hampshire. After a one-hour compulsory stop, the homeward route took crews along secondary roads, bypassing towns in the areas of Bognor Regis, Handcross, East Grinstead, Cranbrook and Tenterden, to Romney Marshes. The final section to the finish at Ramsgate followed the coast road through Hythe, Folkestone, Dover and Sandwich. On the Sunday morning driving tests took place on the lower promenade at Ramsgate.

RESULTS

Ramsgate Challenge Trophy (best performance): Ford Zephyr (D. Bones). **Class awards:** Open cars over 1,300 c.c.: Triumph TR2 (W. Bullen). Closed cars up to 1,300 c.c.: Volkswagen (P. Harris-Mayes). Over 1,300 c.c.: Ford Consul (Mrs. P. Blackman).

Ford Sports M.C.—Competitors in the Five Star Rally held on November 19 covered 300 miles in the counties of Suffolk and Essex. The rally was very successful and the organizers hope that it will become an annual event of closed-invitation status.

RESULTS

Best performance: Ford Zephyr (A. Davis). **Class winners:** Up to 1,300 c.c.: Ford Popular (D. Austin). 1,301 to 1,400 c.c.: Ford Consul (P. Plettwood). Over 1,400 c.c.: Triumph TR2 (W. Willis).

Lagonda Club.—The results of the November Handicap held on the 12th are as follows:

Best performance: 16-90 Lagonda (J. W. Crocker).

Navigator's award: E. J. Nichols.

Best visitor: A.C. (D. Rogg). **Best member:** Lagonda Lagonda (D. H. Wilby).

Awards of merit: A.C. (W. Waters). Astor, Martin (D. H. Mitchell). Alvis (G. Bowthorpe). Volkswagen (G. B. Rose-Wall).

The annual Christmas party and prize giving will take place at the Bonnington Hotel on December 2.

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600 Saloon, 60 m.p.h., 55 m.p.g. **£620**

1100 Saloon, 75 m.p.h., 38 m.p.g. **£852**

1100 T.V. saloon (with sports engine), 85 m.p.h., 33 m.p.g. **£1,126**

1400 Saloon, 78 m.p.h., 34 m.p.g. **£1,162**

1900 Saloon (5-speed gearbox), 83 m.p.h., 30 m.p.g. **£1,471**

1900 Saloon (full light windows), 83 m.p.h., 30 m.p.g. **£2,078**

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1300 Aronde saloon, with the new "Flash" engine, 82 m.p.h., 37 m.p.g. **£917**

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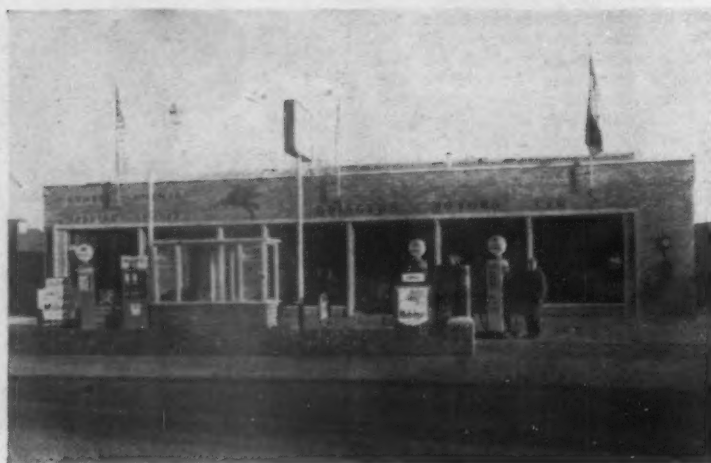
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New premises at Abington Park, Northampton, were opened for Abington Motors on November 24 by Mr. Desmond Rootes. The company are dealers for the Rootes Group, and suppliers of Mobilgas fuels. The modern premises are lacking only in having no shelter for cars pulling up to the pumps

IN BRIEF

To assist motorists using the car ferry at Gourock, Renfrewshire, the R.A.C. has supplied direction signs.

An interim dividend of six per cent less income tax has been declared by the directors of Wilmot Breeden (Holdings), Ltd., on the ordinary shares of the company.

Mr. D. J. Crabbe, formerly works director of the Brazil factory of the Dunlop Rubber Co., Ltd., has returned to the Speke, Lancashire, factory as chief engineer.

A new factory has been opened in Dublin by Mr. William Norton, the Irish Minister for Industry and Commerce, for C. C. Wakefield and Co. (Ireland), Ltd., manufacturers of Castrol lubricants.

Mr. Alex Fraser, vice-chairman and managing director of Girling, Ltd., has left for a tour of South Africa during which he will visit his company's plant at Johannesburg and vehicle assembly plants in Cape Town and Durban.

Mr. Frank E. Higham, home sales director of the Standard Motor Co., Ltd., will open the discussions at the National Caravan Council's second annual convention and exhibition at Brighton next March. His talk will be called "From Enquiry to Sale."

Since the introduction of the Austin-Healey 100 three years ago, about 75 per cent have been sold for dollars, and nearly 90 per cent of the production has been exported to more than 18 countries. Dollar earnings alone have totalled 14 million.

Mr. J. R. Sorrie has been appointed general manager of the Automobile Association of Rhodesia. At one time he was general secretary of the South African R.A.C., which office he left to become secretary and treasurer of the South African Council of Scientific and Industrial Research.

The Iraq Petroleum Co., Ltd., has reached agreement with the Syrian Government on the revision of payments under its 1931 Convention in respect of the Company's pipeline and terminal operations in that country.

Lex Garages, Ltd., are to take over the White House Garage, Millbrook Road, Southampton, on January 2, 1956. Legal formalities have yet to be completed, but the Lex managing director, Mr. Rosser Chinn, is expected back from America at any time. He has been inspecting American garages.

In the accounts of Alvis, Ltd., for the 12 months ended July 31, 1955, the net profit after taxation was £150,701, making a balance, with that brought forward from the previous year, of £227,256. The directors have recommended a dividend of ten per cent less tax on the ordinary stock and a participating dividend of two and a half per cent, less tax, on the preference stock.

A useful pocket metric conversion scale, printed on thick card, converts miles to kilometres and gallons to litres on one side, and on the other, pounds per square inch to kilogrammes per square centimetre as well as giving a handy map measurer in four different scales. This Castrol metric conversion scale is available on request to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17228. 1947 Citroën Light Fifteen.
"A.D."—All possible information and a workshop manual.

No. 17229. 1936 Wolsley Wasp.
"F.L.D."—Performance details and a workshop manual.

No. 17230. Handbooks Required.
"J.B.P."—1938 Rover Twelve saloon.
"E.A.M."—1937 13.4 h.p. Lanchester.
"F.B.C."—Phantom II Rolls-Royce.

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AUSTIN A30, 2 and 4-door saloons.
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AUSTIN A90 Westminster de luxe.
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FORD 10 cwt. van.
STANDARD 8 and 10 h.p. saloons.
STANDARD 10 h.p. Companion Estate car.
TRIUMPH T.R.2 Sports 2-seater.
STANDARD 6 cwt. Pick-up truck.
M.G. Magnette.
MORRIS Isis saloon.
WOLSELEY 4/44 and 6/90 saloons.

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No. 29 of a Series)

WELBECK MOTORS STOCK SUCH INTERESTING CARS . . .

1951 ARMSTRONG SIDDELEY Hooper Drop Head Coupe; silver grey with red hide; special 18 h.p. chassis with preselector gearbox; this has a magnificent body with latest Hooper line providing a standard of luxury almost beyond belief; fully automatic hood and windows; this is one of the most handsome Drop Head Coupes we have ever seen and has the appearance and performance of a new car. It is far quieter and smoother than a normal 18 h.p. Armstrong Siddeley. It was specially built and is a replica of a similar car on a Daimler chassis made for the late King George VI. We understand that it cost new nearly £5,000. **£1,500**

1953 ARMSTRONG SIDDELEY Hurricane Drop Head Coupe; guaranteed mileage only 10,000; black with beige Vynide hood; this may well be the last as new Hurricane in the country. It was selected by "The Autocar" for a special Used Car Road Test which appeared on November 25th (reprints available) and among the writer's other gracious tributes was " . . . it had to be examined closely to observe any traces of previous use. **£850**

1936 BENTLEY 3½-litre Park Ward Saloon, two owners since new; total mileage 86,000; at 73,000 miles the car had £1,250 spent on it including complete overhaul and renewal of all mechanical parts, the bodywork being completely stripped and recellulosed grey. It is probably the best 3½-litre Bentley available today. **£850**

1947 HUMBER Pullman Sedan de Ville by H. J. Mulliner, electric division; heater; radio; two occasionals (facing sideways), mileage 23,000 only, one private owner. **£695**

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187 Crawford Street, London, W.1

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Welbeck 1139

NEW CAR PRICES

	U.K. List Price £ s d			Total Price in U.K. in- cluding P.T. £ s d
A.C.				
2-litre saloon, 2 door	1,027	12	2	1,542 15 3
Saloon, 4-door	1,107	19	4	1,663 6 0
Ace two-seater	1,100	0	0	1,651 7 0
Aceca coupé	1,375	0	0	2,063 17 0
ALFA ROMEO				
1300 Giulietta saloon	1,150	0	0	1,726 7 0
Sprint Spyder	1,410	0	0	2,116 7 0
1900 Super saloon	1,750	0	0	2,626 7 0
T.I. saloon	1,900	0	0	2,851 7 0
Primavera coupé	1,995	0	0	2,993 17 0
Sprint	2,500	0	0	3,751 7 0
ALLARD				
Monte Carlo saloon	1,782	0	0	2,674 7 0
Safari estate car	1,782	0	0	2,674 7 0
K.3 touring 3-seater	1,537	0	0	2,306 17 0
J.R.2 sports-racer	1,722	0	0	2,584 7 0
ALVIS				
3-litre Graber saloon	1,850	0	0	2,776 7 0
A-SIDDELEY				
Sapphire 346 saloon (synchronesh)	1,215	0	0	1,823 17 0
(presselector)	1,285	0	0	1,928 17 0
(automatic)	1,404	0	0	2,107 7 0
Limousine	1,910	0	0	2,866 7 0
Sapphire 234 saloon	1,065	0	0	1,598 17 0
Sapphire 236 saloon	1,104	0	0	1,657 7 0
ASTON MARTIN				
D.B. 2-4 saloon	2,050	0	0	3,076 7 0
Hardtop	2,050	0	0	3,076 7 0
Drop-head coupé	2,200	0	0	3,301 7 0
D.B.35 2-seater	2,600	0	0	3,901 7 0
AUSTIN				
A.30 Seven 2-door	335	0	0	503 17 0
A.30 Countryman	395	0	0	593 17 0
A.40 Cambridge	468	0	0	703 7 0
A.40 Countryman	516	0	0	775 7 0
A.50 Cambridge	478	0	0	718 7 0
A.90 Westminster	558	0	0	838 7 0
A.135 Princess III				
S.W.B. saloon	1,665	0	0	2,498 17 0
L.W.B. limousine	2,000	0	0	3,001 7 0
AUSTIN-HEALEY				
100 sports 2-seater	750	0	0	1,126 7 0
100H sports 2-seater	855	0	0	1,283 17 0
BENTLEY				
Series S saloon	3,295	0	0	4,943 17 0
Jas. Young saloon	4,465	0	0	6,998 17 0
Hooper saloon	4,715	0	0	7,073 17 0
Continental, H. J.				
Mulliner saloon	4,960	0	0	7,441 7 0
Park Ward saloon	4,775	0	0	7,163 17 0
Park Ward D.H. coupé	4,775	0	0	7,163 17 0
B.M.W.				
Type 501 6 cyl. saloon	1,377	0	0	2,066 17 0
8 cyl. limousine	1,638	0	0	2,458 7 0
Type 502 limousine	1,792	0	0	2,689 11 0
Type 503 sports	2,975	0	0	4,463 17 0
Fixed-head coupé	2,975	0	0	4,463 17 0
Type 507 sports	2,800	0	0	4,201 11 0
BORGWARD				
Isabella 60 saloon	806	2	11	1,210 11 5
Coupé	1,248	13	10	1,874 7 9
Station wagon	858	1	9	1,288 9 8
Isabella TS saloon	916	15	0	1,376 11 8
Pullman 2400 saloon	1,409	2	1	2,115 0 2
Saloon (Hansamatic)	1,501	7	0	2,253 7 6
BRISTOL				
405 saloon	2,390	0	0	3,586 7 0
Drop-head coupé	2,450	0	0	3,676 7 0
BUICK				
Series 52 saloon	2,025	0	0	3,038 17 0
Century saloon	1,975	0	0	2,963 17 0
Roadmaster saloon	2,250	0	0	3,326 7 0
CADILLAC				
Series 62-19 saloon	2,575	0	0	3,863 17 0
Eldorado convertible	3,500	0	0	5,251 7 0
Fleetwood saloon	3,000	0	0	4,501 7 0
CITROEN				
2 c.v. saloon	398	0	0	598 7 0
2-litre DS19 saloon	990	0	0	1,486 7 0
DAIMLER				
Conquest saloon	1,066	0	0	1,600 7 0
Conquest Century	1,172	0	0	1,759 7 0
2½-litre drop-head	1,360	0	0	2,041 7 0
One-O-Four saloon	1,885	0	0	2,828 17 0
Lady's model	2,105	0	0	3,158 17 0
4½-litre saloon	2,293	0	0	3,440 17 0
O.K. 400 limousine	2,793	0	0	4,190 17 0
DELLOW				
Mark IIB sports	448	0	0	673 7 0
Mark IIC sports	477	0	0	716 7 0
Mark V sports 2-seater	542	0	0	814 17 0
D.K.W.				
Three-six saloon	632	0	0	949 7 0
FAIRTHORPE				
Mark IM	259	17	0	391 2 6
Mark IIA	291	17	0	439 2 6
Mark IIIE	332	14	0	500 8 0
FIAT				
600 saloon	412	10	0	620 2 0
New 1100 saloon	578	10	0	869 2 0
1100 TV saloon	750	0	0	1,126 7 0
1900 saloon	980	0	0	1,471 7 0

(Continued on next page)

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Warthing Herald.

Frazer-Nash

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BRISTOL 401 Saloon, finished in Black with Beige upholstery, fitted with radio and heater.
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M.G. T.F. 1500 series first registered June 1955, finished in Black with Green upholstery, fitted with luggage carrier.
VAUXHALL Velox saloon first registered January 1955, finished in Grey, fitted with heater.
MORRIS Oxford Saloon first registered in June 1954, finished in Black with Red upholstery.
M.G. Magnette, first registered in November 1953, finished in Green with Green upholstery, fitted with Radio, Heater and Twin Spotlights.

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1951 **HUMBER** Pullman Limousine, black, fitted heater, radio, twin Lucas driving lights and Rimbells, 42,000 miles... **£1,175**
1951 **HUMBER** Imperial 7 passenger saloon, Black. This car has had one titled owner and in excellent condition. 39,000 miles... **£950**
1953 **JAGUAR** Mk. VII Saloon, Black/red interior. Fitted radio. Loose covers and new battery. An extremely nice car which has had only two owners since new, and covered some 15,000 miles... **£800**
1955 **VAUXHALL** Cresta saloon. Beige/White/Kingsfisher blue. Fitted town and Country tyres. Twin Marchal fog and spot lamps. Wing mirrors. One owner. 5,000 miles... **£855**
1954 **WOLSELEY** "4-44" saloon. Grey/grey interior. One owner since new. 5,000 m. **£755**
1955 **AUSTIN** "A50" Cambridge de Luxe sal. Turquoise with beige interior. One owner. 8,000 miles... **£645**
1953 **HUMBER** Hawk saloon. Black/fawn interior. Twin Lucas driving lights. Two owners. 23,000 miles... **£635**
1951 **HUMBER** Hawk saloon. Blue with fawn interior. Extras include: Sun roof, Rimbells, heater, heater. White wall tyres. Lucas fog and driving lamps. Twin wing mirrors. Ocelot loose covers. **£485**
NEW CARS FOR IMMEDIATE DELIVERY.
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	U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d		U.K. List Price £ s d	Total Price in U.K. in- cluding P.T. £ s d
FORD			Nash (continued)		
Popular saloon ...	275 0 0	413 17 0	Rambler saloon ...	1,336 0 0	2,005 7 0
Anglia saloon ...	360 0 0	541 7 0	Ambassador saloon ...	1,827 0 0	2,741 17 0
Saloon de luxe ...	382 0 0	574 7 0	Statesman saloon ...	1,723 0 0	2,583 17 0
Prefect saloon ...	395 0 0	593 17 0	OLDSMOBILE		
Saloon de luxe ...	420 0 0	631 7 0	Series 88 Super saloon ...	1,640 0 0	2,460 15 0
Escort estate car ...	414 0 0	622 7 0	Series 98 de luxe saloon ...	1,985 0 0	2,978 17 0
Squire estate car ...	445 0 0	668 17 0	Starfire convertible ...	2,080 0 0	3,121 7 0
Consul saloon ...	470 0 0	706 7 0	PANHARD		
Zephyr saloon ...	532 0 0	799 7 0	Dyna Junior sports		
Zephyr Zodiac ...	600 0 0	901 7 0	cabriolet ...	755 15 4	1,165 0 0
FORD (Canadian)			Dyna de luxe Special		
Fairlane saloon ...	1,508 0 0	2,263 7 0	saloon ...	702 8 8	1,055 0 0
FRAZER NASH			PEUGEOT		
Targa Florio Fast Road-			Type 203 saloon ...	635 9 1	954 8 2
ster ...	1,650 0 0	2,476 7 0	Station wagon ...	734 17 4	1,102 10 4
Turismo fixed-head			Type 403 saloon ...	798 7 11	1,197 16 5
coupe ...	2,150 0 0	3,226 7 0	PONTIAC		
Mark II competition ...	2,250 0 0	3,376 7 0	Chieftain saloon ...	1,450 0 0	2,176 1 2
La Mans fixed-head			Catalina coupe ...	1,976 0 0	2,962 8 10
coupe ...	2,450 0 0	3,676 7 0	Star Chief convertible		
Sebring 2-seater ...	2,250 0 0	3,376 7 0	PORSCHE		
HILLMAN			Type 356 1600 Speed-		
Minx special Saloon ...	470 0 0	706 7 0	ster ...	1,225 0 0	1,838 17 0
Californian ...	550 0 0	826 7 0	Fixed-head coupe ...	1,260 0 0	1,891 7 0
Estate car ...	565 0 0	848 17 0	Super fixed-head coupe ...	1,380 0 0	2,071 7 0
Husky ...	415 0 0	623 17 0	Drop-head cabriolet ...	1,380 0 0	2,071 7 0
M.R.G.			Super drop-head coupe ...	1,500 0 0	2,251 7 0
1½-litre 2-seater ...	895 0 0	—	Type 550 1500 spyder		
HUDSON			Carrera coupe ...	1,865 0 0	2,790 17 0
Rambler super saloon	—	—	RENAULT		
Vasp saloon ...	—	—	750 de luxe saloon ...	422 10 0	635 2 0
Hornet saloon ...	—	—	De luxe saloon (sliding		
HUMBER			roof) ...	434 10 0	653 2 0
Hawk saloon ...	715 0 0	1,073 17 0	De luxe saloon (Ferlec		
Touring limousine ...	795 0 0	1,193 17 0	clutch) ...	442 0 0	664 7 0
Estate car ...	885 0 0	1,328 17 0	De luxe saloon (sliding		
Super Snipe saloon ...	1,095 0 0	1,643 17 0	roof and Ferlec		
Touring limousine ...	1,175 0 0	1,763 17 0	clutch) ...	454 0 0	682 7 0
ISETTA			Frégate 2-litre saloon ...	699 0 0	1,049 17 0
Moocoupe ...	292 0 0	439 7 0	Grand Pavois saloon ...	850 0 0	1,276 7 0
JAGUAR			Amiral saloon ...	829 0 0	1,244 17 0
2.4-litre saloon ...	895 0 0	1,343 17 0	RILEY		
Special Equipment			Parkfinder saloon ...	875 0 0	1,133 17 0
Saloon (overdrive) ...	916 0 0	1,375 7 0	ROLLS-ROYCE		
940 ...	940 0 0	1,411 7 0	Silver Cloud saloon ...	3,385 0 0	5,078 17 0
Mark VII Type M ...	1,140 0 0	1,711 7 0	Hooper saloon ...	4,805 0 0	7,208 17 0
Saloon (overdrive) ...	1,185 0 0	1,778 17 0	H. J. Mulliner saloon ...	4,950 0 0	7,426 7 0
Saloon (automatic) ...	1,268 0 0	1,903 7 0	Jas. Young saloon ...	4,755 0 0	7,133 17 0
XK140 sports 2-seater			Silver Wraith Series E		
Drop-head coupe ...	1,217 10 0	1,692 12 0	Park Ward touring		
Fixed-head coupe ...	1,160 0 0	1,741 7 0	saloon ...	5,170 0 0	7,756 7 0
D-type sports 2-seater			Park Ward limousine ...	5,295 0 0	7,943 17 0
1,140 0 0	1,711 7 0		Hooper touring		
JENSEN			limousine ...	5,295 0 0	7,943 17 0
Model 541 saloon ...	1,285 0 0	1,928 17 0	Hooper limousine ...	5,295 0 0	7,943 17 0
Interceptor de luxe ...	1,800 0 0	2,701 7 0	H. J. Mulliner tour-		
Convertible de luxe ...	1,800 0 0	2,701 7 0	ing limousine ...	5,265 0 0	7,898 17 0
LAGONDA			Jas. Young saloon ...	5,295 0 0	7,943 17 0
3-litre saloon ...	2,600 0 0	3,901 7 0	ROYAL		
Drophead coupe ...	2,700 0 0	4,051 7 0	60 saloon ...	840 0 0	1,261 7 0
LANCHESTER			75 saloon ...	915 0 0	1,373 17 0
Sprite saloon ...	846 0 0	1,300 7 0	90 saloon ...	945 0 0	1,418 17 0
LANCIA			SIMCA ARONDE		
Appia saloon ...	1,250 0 0	1,876 7 0	1300 Elysée saloon ...	609 10 0	915 12 0
Aurelia Series II saloon			Grand Large ...	662 0 0	994 7 0
Aurelia Grand Turismo			SIMCA VEDETTE		
... ..	2,115 0 0	3,173 17 0	Trionfo saloon ...	891 0 0	1,337 17 0
Spyder ...	2,115 0 0	3,173 17 0	Versailles saloon ...	938 0 0	1,408 7 0
LINCOLN			Régence saloon ...	1,053 0 0	1,580 17 0
Continental Mark II ...	2,461 0 0	3,692 17 0	Marly station wagon ...	1,225 0 0	1,838 17 0
Premiere saloon ...	2,461 0 0	3,692 17 0	SINGER		
MERCEDES-BENZ			Hunter S saloon ...	612 0 0	919 7 0
180 saloon ...	1,195 0 0	1,793 17 0	Hunter saloon ...	687 10 0	1,032 12 0
180D (diesel) saloon ...	1,260 0 0	1,891 7 0	Hunter 75 saloon ...	811 0 0	1,217 17 0
190SL sports saloon ...	1,850 0 0	2,776 7 0	SKODA		
220a saloon ...	1,552 0 0	2,329 7 0	440 saloon de luxe ...	560 0 0	841 7 0
300 saloon ...	2,525 0 0	3,788 17 0	1200 saloon ...	630 0 0	946 7 0
300C saloon de luxe ...	2,675 0 0	4,013 17 0	STANDARD		
300S coupe ...	4,110 0 0	6,166 7 0	Eight Family saloon ...	369 0 0	554 17 0
300SL saloon ...	3,100 0 0	4,651 7 0	Super saloon ...	405 0 0	608 17 0
MERCUY			Super Ten saloon ...	430 0 0	646 7 0
Pontclair saloon ...	2,006 0 0	3,010 7 0	Companion estate car		
M.G.			Vanguard III saloon ...	599 0 0	899 17 0
MGA 2-seater ...	595 0 0	893 17 0	Estate car ...	633 0 0	950 17 0
Magnette saloon ...	645 0 0	968 17 0	Vanguard diesel saloon		
MORGAN			735 0 0	1,103 17 0
4/4 Series II 2-seater ...	450 0 0	676 7 0	SUNBEAM		
Plus 4 (TR) 2-seater ...	595 0 0	893 17 0	Rapier saloon ...	695 0 0	1,043 17 0
4-seater ...	610 0 0	916 7 0	Mark III saloon ...	835 0 0	1,253 17 0
Drop-head coupe ...	640 0 0	961 7 0	TRIUMPH		
Plus 4 (Vanguard) 4-			T.R.2 2-seater ...	625 0 0	938 17 0
seater ...	580 0 0	871 7 0	Hardtop ...	670 0 0	1,006 7 0
Drop-head coupe ...	610 0 0	916 7 0	T.R.3 sports 2-seater		
MORRIS			Hardtop ...	695 0 0	1,043 17 0
Minor, Series II, saloon			VAUXHALL		
Saloon de luxe ...	379 0 0	560 17 0	Wyvern saloon ...	510 0 0	766 7 0
Saloon, 4-door ...	389 0 0	584 17 0	Velox saloon ...	650 0 0	941 7 0
Convertible ...	395 0 0	593 17 0	Cresta saloon ...	620 0 0	931 7 0
Traveller ...	373 0 0	560 17 0	VOLKSWAGEN		
Cowley saloon ...	422 10 0	635 2 0	Standard saloon		
Oxford, Series II,			Saloon de luxe ...	422 10 0	635 2 0
saloon ...	495 0 0	743 17 0	Saloon de luxe (sliding		
Traveller ...	525 0 0	788 17 0	head) ...	492 10 0	740 2 0
Traveller ...	580 0 0	871 7 0	Convertible ...	525 0 0	788 17 0
his saloon ...	546 0 0	848 17 0	WOLSELEY		
Traveller ...	675 0 0	1,013 17 0	Four-fortyfour saloon		
NASH			Six-ninety saloon ...	595 0 0	893 17 0
Rambler Station				750 0 0	1,126 7 0
Wagon ...	1,440 0 0	2,116 7 0			

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- | | |
|--|--|
| 1955 (Series) AUSTIN A.135 "Princess" saloon, black, 3,000 miles only £1,795 | 1954 HUMBER "Hawk" Mk. V saloon, green, 22,000 miles £595 |
| 1955 (Series) AUSTIN A.135 "Princess" L.W.B. 7-passenger limousine, black, radio, 7,000 miles £2,695 | 1954 HUMBER "Hawk" Mk. VI saloon, black, heater, radio, loose covers, overdrive, 11,000 miles £875 |
| 1955 FORD Zephyr Zodiac saloon, Dorchester grey, radio, etc., 7,000 miles £845 | 1954 HUMBER "Super Snipe" Mk. IV saloon, green, heater, radio, 18,000 miles £895 |
| 1954 FORDSON 10-cwt. Utlecon, green, 10,000 miles £485 | 1953 JAGUAR XK.120 roadster, grey, many modifications, 17,000 miles £895 |
| 1954 HILLMAN "Minx" Mk. VII saloon, black £575 | 1954 JAGUAR 3½ litre Mark VII saloon. Grey. Radio. Overdrive. 8,000 miles £995 |
| 1955 HILLMAN "Minx" Mk. VIII saloon de Luxe, black, 6,000 miles £695 | 1955 MORRIS "Cowley" saloon. Green. Heater. 10,000 miles £665 |
| 1955 (Series) HILLMAN "Minx" Mk. VIII Special saloon, black, 16,000 miles £595 | 1954 SUNBEAM Alpine "Special" roadster. Alpine mist £795 |
| 1954 HILLMAN "Minx" Mk. VII estate car, grey, 5,000 miles £745 | 1954 VAUXHALL "Wyvern" saloon, grey, heater, 17,000 miles £655 |
| 1955 (Series) HILLMAN Husky, surf green, heater, radio, many extras, 17,000 miles £595 | 1955 VAUXHALL "Cresta" saloon, Pewter grey, heater, radio, loose covers, many extras, 4,000 miles £950 |
| 1955 HILLMAN Husky, golf's sand, 3,000 miles only £615 | 1954 WOLSELEY "Six/Eighty" saloon, gunmetal, 15,000 miles £595 |
| 1951 HUMBER "Pullman" Mk. III 7-passenger limousine, black, heater £1,350 | |

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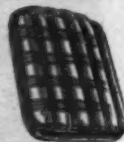
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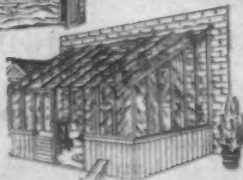
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1948 "60." Htr./red hds. Htr. Recon. eng. £450-£150

1947 28 H.P. Htr./brown hds. Radio. Htr. £350-£118

MORRIS

1954 MINOR 3-door Sal. Green/green. Heater. Taxed £495-£165

1953 OXFORD Sal. Htr./red. 23,000 miles. Two owners £535-£179

1951 (Sept.) MINOR 3-door Sal. Htr./red. Two owners £445-£149

1950 MINOR Sal. Beige/pigskin. Radio. Taxed £415-£127

1950 OXFORD Sal. Maroon/maroon hds. Immaculate £490-£134

1949 MINOR Sal. Green/beige. Htr. Recon. engine. £395-£132

1948 S.H.P. 4-door Sal. Green/brown hds. £335-£118

1947 S.H.P. de Luxe Sal. Htr./brown hds. £315-£112

1949 MORRIS Oxford Sal. Beige/beige hds. Two owners. Taxed £395-£127

VAUXHALLS

1952 VELOX Sal. Htr./beige hds. Htr. Recon. engine. £595-£179

1950 VIVIAN Sal. Htr./brown hds. Htr. One owner. £495-£145

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1948 12 H.P. Sal. Htr./blk cloth (choice of two) £335-£118

1948 Model VIVIAN Sal. Htr./brown. H. and heater. £390-£130

1947 (July) 10 H.P. Sal. Blue/brown cloth interior. Immac. £345-£115

STANDARDS

1954 (June) S.H.P. de Luxe Sal. Htr./red. 19,000. Two owners. Taxed £475-£159

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1948 28 H.P. Sal. Red hds. £315-£101

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1953	AUSTIN A.30 saloon	Coachwork in spotless condition. Htr., 1 owner, taxed Dec.	300
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1950	(Model) FORD Prefect saloon	7,000 miles. Htr., wing mirrors, taxed Dec.	540
1950	FORD Prefect saloon	Coachwork and interior as new. Radio and htr. Tanned Dec. Reconditioned eng. fitted this year.	390
1952	FORD Anglia saloon	Is magnificent condition. 15,000 miles only. Htr., 1 owner.	300
1950	FORD Popular saloon	Practically as new. 2,500 miles only. Htr., mal covers.	300
1953	FORD Prefect saloon	A specimen example. Carefully driven and maintained. Reconditioned eng. in August of this year.	390
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1950	HUMBER Hawk	Black saloon. Most coachwork in immaculate condition. Htr., 1 owner.	610
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1955 FORD Consul, grey/red (choice 2), from	£203	£610
1955 Model HUMBER Hawk, heater, overdrive, immac. cond.	£205	£705
1955 STANDARD 8 de luxe, immac. cond., neg. mileage	£165	£495
1955 VAUXHALL Velox, heater, leather, showroom condition	£212	£635
1954 FORD Anglia, heater, leather, excellent condition	£162	£485
1954 (late) FORD Anglia, immac. cond., radio, low mileage	£172	£515
1954 FORD Consul, Comet blue, heater, leather	£195	£585
1954 FORD Popular, showroom cond. (choice 3), from	£180	£525
1954 MORRIS Minor de luxe, immac. cond., very low mileage	£165	£495
1954 MORRIS Oxford Saloon, negligible mileage, as new	£182	£545
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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

ALL inquiries for A.C. Ace, Aceca, A.C. 2-litre saloons for immediate delivery, also second-hand A.C.'s for sale or wanted, should be addressed to: THE A.C. distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth. (C4024)

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A.C. Cars Wanted

ALMOST new A.C. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

GATHOUSE MOTORS will purchase all types of A.C. cars.—1, Hampstead Lane, N.6. Mountview 4344. (W2021)

GOOD A.C. required immediately.—O. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 42000. (W2000)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. P. EDWARDS are keen to buy good A.C. cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

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ALFA-ROMEO 2.5 Series III short chassis sports coupe, 1950/51 show model, registered November 1950, radio, heater, 3 carb, finished blue with red hide, specimen car; price £1,950.—Skindles Garage, Ltd., Maldenhead 886. (7027)

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ALLARD

1949 Allard d.h. coupe, ivory, red leather; heater; £295. (C4074)

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 3506. (C4074)

FACTORY serviced Allard cars your wisest buy; always a good selection at competitive prices.

ALLARD MOTORS, Ltd. (main Allard distributors), A 43, Acra Lane, Brixton, London, S.W.2. Brixton 6431. (0912/R)

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1946 Allard super sports, 2-seater, beech white/red very potent, smart appearance; £295 or £35 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 4490. (C1024)

365 c.c.—Allard 1952 FI saloon, grey, red leather; heater, screen washers, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

1951 Allard K2 sports 2-seater, superb car for enthusiast, impeccable condition, 10,000 miles, one owner, finished red, red leather upholstery, air cushions, twin carb, all cylinder head, has to be seen to be appreciated; £795 o.n.o.—Hills Garage, Ken. 4020. (19043)

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

SALES & WANTS

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ALLARD Cars Wanted
RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Sloans 5434.

ALLARD MOTORS (Allard main distributors), buy or exchange Allard cars.—43, Acra Lane, S.W.2. Brixton 6431. (0146/R)

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GATHOUSE offer:—

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ELM AUTOSALES offer:—

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ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Ambassador 6666. (C2023)

1938 Alvis 19.8 saloon; £185.—Below

1946 Alvis 25hp Chatsworth saloon; £425; 5 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. (C4054)

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AUSTIN House, Castle St., Worcester. Tel. 2368. (C4005)

1938 Alvis 12-70 sports saloon, engine overhauled, good condition; £200.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin 8104. (C4053)

1951 Alvis 3-litre saloon, black with fawn interior, R.M.V. radio and extras; £225.

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Des 4507. (C3082)

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GOING cheap £175 1947 Alvis TA 14 brake, mechanically sound, ash and aluminium body.—Box 7853. 7544

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ALVIS
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FOR sale—1955 Alvis Speed Vanden Plas saloon, reconditioned dynamo and water pump, 2 new tyres, excellent condition, bodywork fair; £190 o.n.o.—A.P.N. Ltd., 400, London Rd., Isleworth, Hounslow 0011. (C8015)

Alvis Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube), N.W.3, Ham 5001. (W4018/R)

ERIC HAYER Ltd., will purchase Alvis cars in any district.—Tel. Amsterdam 6868, 15, Bishop's Bridge Rd., London, W.2. (W2033)

G **ATEHOUSE MOTORS** will purchase all types of Alvis cars, pre- and post-war 14/75 urgently needed.—Gatehouse Motors, Ltd., Highgate Village, London, N.5 Tel. 4444. (W2421)

H. F. EDWARDS are keen to buy good Alvis cars and will pay excellent cash prices, no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

Alvis Spares and Service

ALVIS Ltd., Service Station, 682, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alviscar, Cecil, London. (W4018/R)

AND as Alvis, Ltd. Service Station, Molehead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. (S0591/R)

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A **FREEMAN**, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Bus 2764-5. (S053/R)

K **INGSTON-ON-THAMES**—Alvis specialists for sales and service.

G **W. WILKIN**, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. (S4053)

L **ANCASHIRE** and Cheshire sales, service and spares, L. specialists, distributors.—Parkers, Ltd., Bradshaw, Bolton (S030) and 176, Deansgate, Manchester (Deansgate 4507). (W758/R)

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1955 Ford Victoria hard top, every conceivable extra; £1,675.

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1953 Plymouth shooting brake, r. & h., signals, 6 passenger, power lock; £1,190.

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1948 Plymouth 2-door, all extras; £405.

1953 Nash Rambler 1.4 d., hydraulic drive, r. & h., all extras; £1,250.

1948 Packard 6 cyl. r. & h., all extras; £650.

1938 Packard 6 cyl., very clean, radio; £575.

1949 r.h.d. Chevrolet, r. & h., all extras; £625.

1955 r.h.d. Chevrolet Bel Air V8, r. & h., all extras; £1,775.

1953 64 Kaiser Manhattan, 6,000 miles, hydraulic drive, r. & h. special show model; £1,200.

1947 Packard r.h.d. de luxe, overdrive, r. & h. ex cond.; £600.

1952 Pontiac, 2-door, r. & h., all extras; £990.

1950 Chevrolet, 2-door, r. & h., all extras; £575.

1949 Ford Custom convertible, r. & h., all extras; £620.

1953 Nash Rambler, r.h.d., r. & h., all extras; £1,200.

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STUDEBAKER 1949 all-electric drop head coupe, radio, heater, overdrive, very pretty car.

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1947 Buick r.h.d. saloon.

METCALFE & MUNDY, Ltd., 290, Old Brompton Rd., S.W.3. Tel. 5471/5186-7. (C9068)

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49—Stamford Hill, N.16. (Sta. 3434.) (U135/R)

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1954 (December) Packard Clipper Super 4-door sedan in black with right hand drive, ultramatic transmission, signal seeking radio, heater and dechrome whitewall tyres, fog and pass lamps, 12,000 miles only, fully guaranteed; a beautiful car.

1954 (August) Packard Clipper Super 4-door sedan in black with right hand drive, ultramatic transmission, signal seeking radio, heater and dechrome whitewall tyres, one owner, 15,000 miles only, fully guaranteed.

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1951 (November) Packard 200 de luxe in dark green with right hand drive, ultramatic transmission, radio heater, twin foglamps, one owner, fully guaranteed, 18,000 miles only, absolutely like new.

1947 recently repolished in a most attractive shade of grey and dark blue, equipment includes radio and heater, a most excellently maintained car with a moderate mileage and serviced by us since new.

1951 De Soto conv., cream, ultramatic trans., new w.w. tyres, very extra, perfect throughout, £995; terms—Box 784. (W623)

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—15-14, Upper St. Martin's Lane, London, W.C.2. (Ad.)

Leicester Square Tube Station. Temple Bar 3538. (C1027)

JOE THOMPSON MOTORS, Ltd., offer a selection of American cars in excellent condition at competitive prices as detailed under Classified headings; to be seen at our showrooms at —91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4658.

FORD Customline, new and unregistered, automatic transmission, right-hand steering, radio, heater, most attractive blue finish; list price, £1,956 (this is at old purchase tax rate); any vehicle exchanged, very generous allowance; immediate delivery; distance no object.—George McLean, Ltd., Ford distributors, Ward Rd., Dundee. Tel. 5080 (5 lines). (S777)

LINCOLN Capri 54-litre saloon, February, 1955, cost £2,750; mileage under 21,000, hydraulic transmission, power-assisted steering, hydraulically operated brakes, electrically operated driving seat and windows, colour consistent brown with fawn and grey cloth interior, fitted radio and heater, on view Birmingham, photographs available.—Box 7965. (W758)

1954 Lincoln-Mercury, the glamorous Monterey 2-door hard top sports coupe, 10,000 miles only, one owner, finished blue, new upholstery in white and blue leather, radio, heaters, air conditioning, overdrive, etc., the new ohv engine; cost over £3,000; will sell for £1,799 quick sale; exchange considered.—Coventry 68349. (C1088)

1953 Cadillac Golden Anniversary 4-door saloon, negligible mileage, vehicle in magnificent condition, every conceivable extra; bargain for the connoisseur; £1,975; part exchange welcomed and hire purchase terms arranged.—Alex Cowley (Automobiles), Ltd., The American Car Specialists, 15, Warren St., London, W.1. Euston 2565 or 1145. (C1131)

WILLYS SOLE CONCESSIONAIRES offer new American Willys Sedans at list price prior to increases in purchase tax; brand new sedans, right hand drive, overdrive, with the latest Willys price, £1,539/15; one of the finest and certainly cheapest new American cars on British market.—Inquiries, Steele Grimms, Ltd., London, S.E.5, Rodney 2201-5. (W755)

American Cars Wanted

ATTENTION!!
SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 6891/3993. 345, High Rd., Wembley. (W4015/R)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties require good Chevrolet cars.—Upper St. Martin's Lane (adj.) Leicester Sq. Tube Sta., London, W.C.2. Temple Bar 3538.

ARMSTRONG SIDDELEY

W **AGAN** Welbeck Motors offer a unique Armstrong Siddeley

HOOPER drop head coupe on a special 18hp Armstrong chassis with pre-selector gear box; this is a magnificent body with the latest Hooper line; fully automatic hood and windows, interior finished to a standard of luxury almost beyond belief with plenty of room in the rear head; the car is one of the most handsome drop head coupes we have ever seen and looks exactly like new; price £1,500.

L30

1954 (reg. Nov. 1953) Sapphire 4-light saloon, remarkable value for money at £200.

1953 (Nov.) Hurricane drop head coupe, mileage may well be the last as new Hurricane in the country; it was road-tested by "The Autocar" on November 29th, and—quote—"it had to be examined closely to observe any traces of previous use." May we send you a reprint of this road test? price £260.

1953 Sapphire, duo grey, red leather, new pre-selector electric gear box, mileage 20,000; £1,035; several others from £200.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 113. (C9088)

ARMSTRONG SIDDELEY

G **S** **GUY SALMON**.

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

F **ULL** range of new Sapphires for inspection and trial.

O **ffer** the following used examples:—

1955 series Armstrong Siddeley Sapphire, pre-selector, black/red upholstery, 6000 many extras, including twin carburetors, Ace Rimbellishers, Lifeguard tubes, laminated windscreen glass, radiator blind, 16,000 miles, originally supplied and maintained by us; £1,595.

1955 series Armstrong Siddeley, black/saddle fawn, 10,000 miles, pre-selector, one owner, originally supplied and maintained by us; £1,595.

1949 Armstrong Siddeley Typhoon, black, very good condition; £425.—Farnsworth Rd., Thames Ditton, Esherbrook 5551-3-3. (C4001)

A **R** **NEES OF ALBEMARLE ST.** offer—

1954 Sapphire, unregistered, slightly shop-soiled, pre-selector gear box; £1,495.

1954 Sapphires, pre-selector, choice of 2; £1,145.

A **L** the above cars carry our 3 months' guarantee.

SHOWROOMS: 28, Albemarle St., W.1. Hyde Park 6925.

S **PARKE** and service: Steele Rd., Maresfield Hill, N.W.3. Primrose 4467. (C1109)

P **J** **PASS & JOYCE**, Ltd. (England's largest distributor), offer—

1953 Armstrong Siddeley Sapphire, radio, duo grey, excellent condition; £995.—184-186, Great Portland St., W.1. Museum 1001. (C3039)

B **ENTALLS**, Ltd.

1947 Armstrong Siddeley Typhoon, black with brown upholstery; £545.

1946 Armstrong Siddeley Hurricane, black with brown upholstery, fitted radio and heater; £540.—Kinson-on-Thames, Kingston 1001. (C1088)

H. C. PAUL, Ltd.

1954 Armstrong Sapphire, special duo green, pre-selector, black/red upholstery, 6000 many extras, including twin carburetors, Ace Rimbellishers, Lifeguard tubes, laminated windscreen glass, radiator blind, 16,000 miles, originally supplied and maintained by us; £1,595.

HATTON CROSS GARAGE offer—

1951 Armstrong Siddeley Lancaster saloon, one owner, fitted radio and heater, a true example of the marque, £495.—Great South West Rd., Feltham, Feltham 2478. (C2662)

CARTWRIGHT HAMILTON CARS, Ltd., offer—

1954 Sapphire, finished in blue and grey, seat covers, radio and heater, pre-selector gear box, very low mileage; £1,185.

1956 works mileage sapphire Sapphire, finished blue/grey with blue; £1,525.—282, Kensington High St., W.14. Western 1507. (W759)

HOLLAND PARK AUTOMOBILES special offer—

1956 series Sapphire limousine, pre-selector gears, works mileage, black/black leather driver's compartment, rear upholstered in fawn cloth; this magnificent carriage is offered at £2,525, £250 under list price.—142, Holland Park Ave., Park 2628. (C8065)

1954 Sapphire pre-electric, in first-class condition; £1,575.

1954 Sapphire pre-electric, in very good condition; £1,125; 6 months' guarantee on each car.

WILSONS, "The Enthusiastic Owner-Agents," 1-3, Dorking Rd., Epsom 3901; or 34, Acre Lane, Brixton 4011. (C4058/R)

1954 Armstrong Siddeley Sapphire, wireless, heater, screenless, etc., taxed; £1,225.

P **ARSONS & PARSONS (GARAGES)**, Ltd., Potter St., Markov, Potter Street 121. (C3038)

L **ANC** 11 saloon, 1957, immaculate, receipts for £240 spent, bargain; £150 cash.—Kingston 7136. (W781)

£555—1951-2 Armstrong Siddeley Whitley de luxe saloon, beautiful condition, only one owner, 20,000 miles. Below.

£495—1951-2 Armstrong Siddeley Hurricane drop head 5-seater, immaculate and spotless condition.—Below.

£399—1948 Typhoon, in beautiful condition, will pass any meticulous examination.

L **AMBS OF WOOD GREEN**, Established 1897.—101 guaranteed cars; exchanges, hire purchase.—425, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C8052)

S **APPHIRE** 1954 (February), 22,000 miles, radio, heater, electric gear, 2 carb., £975.—J. W. Senior, Wicker Lane, Sheffield. (W765)

1955 Sapphire, black/red, synchromesh, twin carb., genuine 6,150 miles, in Ripco condition; £1,295.

R **IPOO**, Ltd. (Armstrongs purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C3052)

1954 Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unregistered, £980 plus P.T.—Mon. 4215.

1951 Whitley saloon, grey, green leather; an unrepeatable bargain at £485.—Donald Vince & Co., Ltd., Kidderminster Rd., Crofton 5775. (W666)

1950 (September) Armstrong Siddeley Whitley, black, 20,000 miles only from new, exceptionally good history; £495.

K **EN WHARTON & Co.**, Hume St., Smithfield, Tel. Southwick 0812. Bessing Tel. Birmingham 8714. Wood 1325. (W774)

500 miles only, 1956 model synchromesh Armstrong Sapphire saloon; to-day's list price £1,223, accept £1,200.—Imperial 2664. (C9081)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

AZ MOTORS offer 1948 Lancaster saloon, £345/11/-, also 7-seater, limousine with division, £1237/11/-, Palmerston Rd., N.W.6. Tel. Mal. 4723. (C1011)

£1100—1954 Sapphire, black and fawn, synchromesh, radio, heater, one owner, 17,000 miles, excellent condition; no dealers.—Tel. Kni. 2267. (C1009)

1955 Sapphire saloon, synchromesh, fawn and black, under 2,000 miles, as new, £1,395.—Peter Guest, Ltd., Graywood, King's Lynn. Tel. 4123. (C1008)

1952 model Armstrong Siddeley Whitley 4-light saloon, Langham grey with green leather, heater, one owner, 27,000 miles only, very attractive; £485.—(C1007)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1004)

1955 (June) Armstrong Siddeley Sapphire, 2,680 miles, automatic gear box, dark green/light green, condition as new; £1,900.—Tel. Nutfield Ridge 2237 (Surrey). (C1003)

1950 Armstrong Lancaster saloon, beige, with brown leather, one owner, heater; £375.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. (C1002)

£595—1952 (April) Armstrong Siddeley Whitley 4-door, a one owner car in exceptional condition both mechanically and bodily, a low-mileage car, all service data and bills available. (C1001)

£925 White side-wall tyres, immaculately finished in black with tan leather interior, beautifully maintained car, low mileage. (C1000)

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue; showrooms open until 8 p.m. (C1000)

1952 Hurricane drop head coupe, beige, several extras, reasonable mileage, excellent condition throughout; 3 months' guarantee; £345 or £115 deposit, balance 24 months.—Below (C1000)

1952 Hurricane drop head coupe, blue, radio, heater, loose covers, etc., one titled owner since new, chassis kept, genuine, 19,000 miles, excellent throughout; 3 months' guarantee; £345 or £182, balance 24 months. (C1000)

WEST STREET MOTORS, LONDON, Ltd., 68, London Rd., Tooting Junction, S.W.17. (C1000)

1949 Armstrong Lancaster saloon, one owner, splendid condition, £375, also 1947 in same condition, £335.—Reys Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. (C1000)

1952 Armstrong Whitley saloon, radio, etc. superb condition; £625.—Fair Garage, Molesey, Surrey, Tel. Hampton Court Wagon, Molesey. (C1000)

G & M ALFREDS (1956), Ltd.—1952 (August) Armstrong Whitley 6-light saloon, small mileage, one owner above average; £635, £50-7. Warren St., W.1. Euston 3268. (C1000)

1954 (June) Armstrong Sapphire pre-electric gear box, 7,000 miles, H.M.V. radio, loose covers, indistinguishable from new; £1,175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 371. (C1000)

1953 Armstrong Siddeley Sapphire, 2-tone grey with red upholstery, pre-selector gear, fitted radio and heater, 15,000 miles, work history, one owner, whole car immaculate; £1,050.—Jack Smith, 23, Brixton Place, W.1. Mayfair 0661-2. (C1000)

ARCHIE SIMONS & Co., Ltd.—1952 Armstrong 6-light saloon, black/brown leather, manual gear change, nominal mileage, one owner since new, excellent condition; £675.—93, Ot. Portland St., W.1. Len. 1543. (C1000)

245 gns.—Armstrong Siddeley 1947 Lancaster saloon, sliding head, manual gear change, radio, heater, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C1001)

1954 (August) Armstrong Sapphire saloon, synchromesh gear box, finished green, one owner, 18,000 miles, as new throughout, fitted extras, bargain, quick sale; £345; terms arranged, free delivery.—Tel. Luton 4212. (C1000)

XXX 1953 (August) Armstrong Siddeley Whitley 4-door saloon, absolutely immaculate, low mileage, one owner car, blue with blue leather, heater, written guarantee; £685; terms, exchanges.—H. P. Edwards, Ltd., Great Titchfield St., London, W.1. Tel. Langham 0012. (C1000)

Armstrong Siddeley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

A & S require 1951/53 seven seater limousines, good prices for genuine vehicles. (C1000)

L & S ANDERS, Providence Court, North Audley Street, Mayfair 2941. (W1006)

KIRKWOOD CARS buy 1953-39 Armstrongs—7-11, Strathmore Hill, S.W.2. Tulse Hill 2768. (W2037)

A LMOSE new Armstrong Siddeley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

WILSONS, "The Enthusiastic Owner-Agency," want Armstrongs.—Brixton 4011, or Epsom 3901. (W4085/R)

MARSTON MOTOR Co., Ltd., for your Armstrongs—15, Siddeley, Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. (C1018/R)

WANTED for cash, 1955 Sapphire, or part exchange July, '55, Zodiac.—Tel. Radleigh (Essex) 57337 after 7 p.m. (C1000)

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. (W4036)

PASS AND JOYCE, Ltd., England's largest distributors, will buy carefully used post-war Armstrong Siddeley cars.—184-188, Ot. Portland St., W.1. Museum 1001. (C1035/R)

H. P. EDWARDS are keen to buy good Armstrong Siddeley cars and will pay excellent cash prices; no object.—Details please to 28-34, Upper High St., Epsom, Surrey, Epsom 9400. (W2001)

Armstrong Siddeley Spares and Service

ARMSTRONG SIDDELEY specialists: complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed service by specialists; trade and retail. (C1000)

PRESELECTION gear boxes, exchanges, reconditioning 48 hrs.—Acrot, Eng. 159, Fulham Rd., Chelsea, S.W.3. Ken. 7501 and 7321. (C1000)

DISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Walsley, Tel. 4151. (C1000)

BIRMINGHAM joint distributors: spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, St. Edward St., Birmingham, 16. Edg. 0616. (C1000)

WILSONS, "The Enthusiastic Owner-Agency," are pleased to offer "Service that Exceeds"—34, Acre Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey, Epsom 3901. (S4085/R)

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. (C1002/R)

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (C1002/R)

ASTON MARTIN

SAVE £1,000 1955 (January) Aston Martin 5-litre d.h.c. 9,000 miles, passed by factory, one owner. (C1000)

TODAY'S new price £3,500, cup price £2,300.—Cyril Williams, Ltd., Cleveland St., Wolverhampton, Aston Martin official distributors. Tel. Wolverhampton 2417. (C1000)

CHC (Aston Martin buyers). 1954 Aston Martin DB2-4, moonbeam grey, an outstanding car in excellent condition, a new Vantage engine complete with double twin choke, Solex carburetors were fitted 500 miles ago, extras include Michelin X tyres, A.P. Lucas twin exhausts, radio, etc.; £1,975.—T. Wright Hamilton Cars, Ltd., 282, Kensington High St., W.14. Western 0207. (S942)

BROOKLANDS: wholesale and retail. 1955 Aston Martin DB35 on show. (C1000)

1953 Aston Martin DB2 Vantage engine coupe. 1952 Aston Martin DB2 Vantage engine saloon, 2 radio, twin exhaust. (C1000)

BUY or sell with confidence: part exchange—103, New Bond St., London, W.1. Mayfair 8351. (C1009)

CHIPSTEAD MOTORS, Ltd., offer:—D.B. 1953 competition 2-seater, double choke webers, inboard brakes, Alf red, negligible mileage, unmarked; original cost fantastic; our price £1,375.—Chipstead Motors, Ltd., 137, Fulham Rd., Kensington, London, S.W.3. Flaxman 8052/7253/7154. (C1046)

GUY SALMON AUTOMOBILES offer:—1955 (June) Aston Martin 5-litre DB2-4 saloon, 6,000 miles, Radiomobile, one owner, moon beam grey/red leather, quite as new in every respect, a substantial saving under current list price; £2,250. (C1000)

1955 Aston Martin DB2-4 d.h. four-seater coupe, one owner from new, total mileage 8,000 miles only, radio, excellent condition throughout; £2,450.—Forthmouth Rd., Thames Ditton, Esher/Brack 5551-2-3. (C4001)

1938 Aston Martin saloon; £225; 3 months' guarantee; terms and exchanges. (C1000)

JACK WILLIAMS MOTORS, 169, Priory Rd., Hoxney, Mountview 5226 and 5774. (C4054)

J. H. BARTLETT—Aston Martin 1955 DB2, Vantage engine H.A.R. radio, Michelin X tyres, small mileage, absolutely superb car; £1,595.—27, Pembroke Villa, W.11. Bar. 0928. (C1015)

1930 Aston Martin long chassis international fabric coupe, lined to original maximum oil pressure, brakes relined, very sound condition; £50.—Huntor, 30, Hollingbourne Gardens W.13. Per. 5313. (C1000)

1935 Mk II S.C. in outstanding condition, this car has been fitted with a reconditioned engine, rechromed, recellulosed in black, new carpets, upholstery, hood, sidecreens, etc., looks like a new car, unique opportunity for the enthusiast; £595.—International, good runner and clean condition; £145.—Friary Motors, Old Windsor, Windsor 2002. (C1000)

1931 Aston Martin Cars Wanted (C1000)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

J. H. BARTLETT will pay more for good Aston Martins.—27, Pembroke Villa, W.11. (W1015)

Aston Martin Spares and Service FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised repairs facilities! (C1000)

AUSTIN SEVEN RUBY saloon, sun roof, 4 tyres as new, clean car; £90.—10, Winchester Mews, N.W.3. Pri. 6157. (C1000)

1938 Austin 2-seater, new hood, battery, excellent runner, maroon; £105.—Wellham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. (C4070)

AUSTIN 10

CAR MART, Ltd. 1954 Austin A30 2-door saloon, heater, chestnut with beige upholstery; £430. (C1000)

1954 Austin A30 4-door saloon, heater, black with red upholstery; £450. (C1000)

CAR MART, Ltd., 350, Euston Rd., London, N.W.1. Euston 1212. (C1039)

VISITOR Britain disposing grey 4-door 1955 A30, 2,600 miles; £480.—Box 7960. (C1000)

AUSTIN A30

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase specialists.

1954 Austin A30 4-door saloon, heater and various other extras included, one owner, 14,000 miles, coachwork and interior as new; £3,000. (C1000)

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. (C1000)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 130 yards). (C4047)

SLOCUMBER, Ltd. 1955 Austin A30, black, one careful owner, low mileage, faultless example; £485; unique guarantee, terms part exchange car or motor cycle. (C1000)

-38-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

H. A. SAUNDERS, Ltd., offer:—1955 Austin A30 2-door saloon, grey, red upholstery, heater, etc.; recorded mileage 6,720; £495. (C1000)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (N line). (C3047)

1954 Austin A30 2-door saloon, black and red, one owner; £415. (C1000)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

1955 (new) A30 4-door, black/red, works mileage, taxed; £540.—Korham 466. (C1000)

1955 Austin A30 2-door, heater, mileage 5,000; £475.—Putney 7851. (C1000)

1955 Austin A30 2-door saloon, blue, 800 miles, as new condition; £475.—Haskins, Ladbrooke 1155. (C1000)

1954 Austin A30, 12,000 miles, 2-door, beige, taxed; £435.—L. F. Dove, Ltd., Guildford Rd., Woking 1288. (C1000)

1955 Austin A30 4-door, heater, one owner, 3,200 miles; £465.—151, Oxford Rd., Abingdon, Berkshire. (C1000)

1954 Austin A30, duo-tone, immaculate; £445.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3086)

1954 Austin A30 2-door saloon, heater, low mileage, one owner, immaculate; £430.—Smith's Garage, Dunmow, Tel. 170. (C1000)

OCTOBER, 1953, Austin A30 de luxe 4-door saloon, one owner, loose covers, taxed; £420.—110, Battersea Rise, S.W.11. Battersea 0549. (C1000)

1954 Austin A30 2-door saloon, one owner, 13,000 miles; £445.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Midx. Mol. 6109. (C4053)

PRIDE & CLARKE, Ltd.—1955 Austin A30 saloon, 5,000 miles; £455; 1954, 8,000 miles; £429; 4-door, heater, £399.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

465 gns.—Austin A30 1955 saloon, heater, wine mirrors, loose covers, one careful owner, 6,000 miles, spare unused, taxed; terms, exchanges.—Rowland Smith, below. (C1000)

425 gns.—Austin A30, September, 1955, 4-door saloon, Balmoral blue, heater, carefully used, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C1000)

1955 (November) Austin A30 4-door saloon, Con-way bus, heater, as new; £520.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Tel. Mantle 3333. (C1083)

1954 (Nov.) A30 2-door, green, 18,500 miles, heater, Ace Rimbellishers, mirrors, immaculate, maintained by 23kers; £435 o.n.o.—Newton, Greenwood Ave., Benfleet 2591. (C1000)

Austin A30 Cars Wanted

C CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition. (C1000)

CAR MART, Ltd., 392, St.atham High Rd., S.W.16. Streatham 0054. (C1000)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

AUSTIN 8 1946 4-door saloon, well maintained; £295.—139, Roadwood Rd., Hastings. (C1000)

1947 model Austin 8 saloon, excellent, guaranteed; £225; payments.—Vaughan, 17, Astor Road, S.W.7. Fro. 1319. (C1000)

1940 model Austin 8, recent engine rebore and gear box overhaul, immaculate; £195.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. (C1000)

PRIVATELY owned Austin 8.—2/143, Streatham High Rd., Tulse Hill 2768. (C1000)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

1947 Austin 10 saloon, black, recent reconditioned engine, good tyres; £315. (C1000)

X L SERVICE STATION, Kingston Vale, S.W.15. (C1000)

£325—Austin 10 1947 4-door saloon, sliding roof, exceptional cellulose and mechanical condition, many other cars (as above). (C1000)

TOYOTA, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. (C1017)

295 gns.—Austin 10 1946 saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below. (C1000)

145 gns.—Austin 10 1937 Cambridge saloon, sliding leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C1001)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Ten Cars Wanted

R ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A40

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—

1954 Austin A40 beige, heater; £605. [C3043]

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. [C3043]

BENTALLS, Ltd., offers:—

1953 Austin A40 sports, green, radio and heater; £525.

1953 Austin A40 saloon; £505.—Kingston-on-Thames, Kingston 1001. [C1093]

CAR MART, Ltd., offers:—

AUSTIN London Distributors.

1954 Austin A40 Somerset saloon, black with red upholstery; £525.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

H. C. PAUL, Ltd., offers:—

1953 Austin Somerset convertible 4-seater, black, radio, heater, one owner, exceptional condition; £425.

32 Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

ELITE MOTORS offer:—

1952 (Dec.) Austin A40 sports, red/red, heater, speedo reading 21,000 miles, just fitted with new battery and tyres, flyside hood, spotless condition, one owner.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). [C3005]

B. J. HUNTER, Ltd., offer:—

1956 series Austin A40 saloon, 40,000 miles only; £710.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, Tel. Gladstone 5303. [C3040]

H. BEART & Co., Ltd., offer:—

1951 Austin A40 Devon saloon, black with brown upholstery, recently decarburized; £485.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. [C1081]

GLANFIELD LAWRENCE offer:—

1954 A40, blue/blue leather, fitted heater, low mileage, late property of one of our directors; £595.—407, High Rd., N.12. Finchley 0061. [C2055]

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A40 Somerset saloon, black, beige upholstery; £545.

1953 Austin A40 Somerset saloon, grey, red upholstery; £525.

1953 Austin A40 Somerset saloon, green, brown upholstery; £545.

1954 Austin A40 Somerset saloon, grey, blue upholstery; £585.

H. A. SAUNDERS, Ltd., 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C3027]

BIRKETT'S (FINCHLEY), offer:—

1951 Austin A40 saloon de luxe, black, one owner; £585.—written guarantee, terms, exchanges.

BIRKETT'S (FINCHLEY) 397-401, High Rd., East Finchley, N.2. Finchley 0052-3 anytime. [W7873]

1949 Austin A40, bargain; £365.

SCOOT CARB, 341-347, Finchley Rd., London, N.W.5. Tel. Hamstead 7779-8676. [C4016]

GUY SALMON AUTOMOBILES offer:—

1953 (September) Austin A40 Somerset convertible coupe, very well maintained; £550.—Portsmouth Rd., Thames Ditton, Esherbrook 5581-2-3. [C4001]

MERES & MERES, Ltd. (Est. 1895), offer:—

1952 (Feb.) Austin A40 Devon 4-door saloon, green, brown leather upholstery, heater, loose seat covers, coachwork, mechanical condition and tyres excellent; taxed; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [C3012]

1954 A40 Somerset, black, red leather, one owner car; £605. [C3079]

1953 Austin A40 Somerset; £545.—Below. [C3079]

1952 Austin A40 Somerset; £505.—Below. [C3079]

1951 Austin A40 Devon; £475.—Below. [C3079]

ALL above are one-owner, low mileage cars and each is fitted with heater; hire purchase and part exchanges welcomed.—Hertford & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C3095]

1952 sports, blue, radio and heater; £465.—Box 7711. [W7081]

1953 Austin A40 Countryman, looks and runs as new, choice two; £435.—Below. [C3095]

1951 Austin A40, really exceptional cond., heater; £450.—Below. [C3095]

1950 Austin A40 sal., excellent order; £405.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 3212. [C4019]

1952-3 Austin A40 sports, as new; £525; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

1953 Austin A40, black, taxed; £515.—L. P. Dove, Ltd., Guildford Rd., Woking 1982. [C3079]

1954 Austin A40 Somerset saloon, sun roof, heater; £545.—Male Motors, Ltd., Tot. 7771 (4 lines). [C3079]

1952 A40 sports, cream, 25,000 miles; £525.—A. Ivanhoe House, Keston St., W.C.1. Tel. 6189. [W7807]

AUSTIN A40

1954 (reg. December, 1953) Austin A40 Somerset saloon, black, red leather, heater; £515.—Below.

1952 Somerset, grey, heater, one owner; £475.—Vandervelde, 215, Maresfield Hill, N.W.3. Prim 6441. [C3067]

1954 Austin A40 Somerset saloon, sun roof, with de luxe specification, heater and leather, low mileage; £575.

1952 Austin A40 Somerset de luxe saloon, colour fawn, leather and heater; £475. [C3067]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 9 a.m. to 5 p.m. [C3006]

1949 Austin A40 saloon, one owner, recently fitted secondhand engine, heater; £365.—Pusey 2770. [C3069]

1954 Austin A40 Somerset saloon, grey/red upholstery, just over 10,000, lovely condition, extras; £595.—Box 7975. [W7780]

1954 model Austin A40, fawn, heater and spot-lamp, excellent condition; £515.—Dobson, Ltd., Austin Agents, Staines 901. [C3074]

595 eng.—Austin A40 1955 Cambridge saloon, one owner, small mileage, spare unused, terms, exchanges.—Rowland Smith, below.

575 eng.—Austin A40 (late 1954) Somerset convertible, blue, leather, heater, one owner, mileage; terms, exchanges.—Rowland Smith, below.

495 eng.—Austin A40, October, 1955, Somerset saloon, grey, blue leather, heater, one owner, excellent condition, choice of 6 A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). [C3049]

1952 (October) Austin A40, excellent condition, one owner; £475.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6123. [C3066]

1951 Austin A40 Countryman, heater, one owner, bargain; £355.—Lyttellon Garage, Hamstead Garden Suburb, Special 3550-5520. [W7985]

KENTISH & THOMSON, Ltd.—1953 Austin A40 Somerset saloon, black, with heater; £495.—364, Wickham Rd., Croydon, Springpark 5477. [C3047]

1954 A40 Countryman, reg. February, one owner, excellent condition; £475.—Garner & Sons, Melton Mowbray. [W7979]

1951 Austin A40 saloon, heater, excellent condition throughout, black; £395.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1137. [C3086]

ARCHIE SIMONS & Co., Ltd.—1954 Austin Somerset saloon, blue/blue leather, fitted heater, one owner, normal mileage, immaculate; £505.

1951 model Austin A40 saloon de luxe, grey/blue leather, fitted heater and sun roof, excellent condition; £465.—94, Gt. Portland St., W.1. Lan 1543. [C3015]

£435!!—1950 Austin A40 de luxe saloon, fitted heater, leather, sun roof, etc., speedometer records 24,000 and whole car looks and runs like new.

AMBUS OF WOOD GREEN (Established 1897), 400 L. guaranteed cars, exchanges; hire purchase.—421-425, High Rd., Finchley (East Finchley Underground), Finchley 6222. [C3054]

1954 A40 Somerset saloon, heater, leather, black, excellent condition; £595.—Stanley Godfrey & Co., Orslog St., Guildford, Surrey, Guildford 2212. [C3057]

1951 Austin A40 GSE, grey/turn, hir. one owner; £475; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) [C3082]

A40 1952, grey, with grey leather upholstery, fitted heater, carefully used car by lady owner, low mileage; three months' guarantee; H.P. exchanges; £465. [C3082]

WHITELEY & CREASY, Ltd., Werrington (Tel. 555), Peterborough. [W7293]

1953 A40 Countryman, one owner, heater, in excellent condition; £465.—Arnott's Garage, Ltd., Grange Rd., Willenden Green, N.W.10. Willenden 0161. [W7878]

X1 K49 4-door saloon de luxe, an exceptional specimen; £360, £120 posted; written guarantee.—J. J. Searle, Ltd., 25, Church St., Hampton, Molesey 214. [C3082]

1954 Austin A40 coupe, grey with grey interior, fitted heater, twin spot lights, 19,000 miles, very good order throughout; £555.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 233. [W7886]

1954 (June) A40 Somerset coupe, 15,000 miles, green, one owner, leather, heater, seat covers, unblemished; £625.—Campbell Symonds, Wembley 6362. [C1037]

PRIDE & CLARKE, Ltd.—1955 Austin A40 saloon, heater, 2459; 1949, heater, £365.—Stockwell Rd., S.W.9. Brixton 6251. [C3098]

1952 Austin A40 Somerset saloon, exceptionally well used, condition; £605.—Garage Service Co., Ltd., 1013, Fiv. Alley Rd., Golders Green, N.W.11. Tel. Speedwell 8936. [C3019]

1953 Austin A40 convertible, black, heater, one owner, low mileage; £445; exchanges; terms.—Palmer, 5, Russell Gardens, Kensington, W.14. Park 9704 and 9968. [C3084]

£495!!—1951 Austin A40 saloon, grey, beige interior, with heater, exceptionally low mileage specimen.—Broadway Motors, 97, High St., and Hamstead Rd., Hounslow, Middx. Hou. 0175. [W7566]

1954 Austin A40 Somerset saloon, in grey, a thoroughly sound motor car, including heater and screenwash, attractively priced at £555.—Evans & Kitchen, Horsham, Birmingham 1. [W7947]

1953 A40, black, fawn leather; this car has innumerable extras, in fine condition, heater, is highly recommended at £540.—Donald Vince & Co., Ltd., Kildermaster Rd., Croydon 5775. [W7670]

OFFORDS.—Austin A40 Somerset saloon 1955, green, fawn upholstery, this car is in excellent condition mechanically and is fitted with a heater and leather upholstery, sunroof, 17,000 miles, carries our usual guarantee; £545.—67, George St., W.1. Welbeck 6899. [W7768]

AUSTIN A40

1949 Austin A40 Devon saloon, grey, sun roof, radio, heater, engine overhauled, written guarantee; £375.—Newbury Cars, Murrell Hill, N.10. Tudor 3364. [W6051]

JUNE, 1951, mist green, de luxe 4-door saloon, fitted sunroof, heater, windscreen wiper, air filter, very carefully maintained, tyres, carpets as new, engine recently overhauled and owner; £430.—Tel. Crispington 23446. [W8095]

Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [W687/R]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3. Eam. 6041. [W4018/R]

ALMOST new A40 required immediately.—54, Streatham Hill, S.W.3. Tulse Hill 2676. [W5016]

A40 buyers.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W4009]

H. A. SAUNDERS require A40 cars in part exchange for new Austins—130-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

H. F. EDWARDS are keen to buy good Austin A40 cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2005]

AUSTIN A50

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—

1954 (November) Austin A50 Cambridge saloon, blue, beige leather upholstery, heater, spot lamp, very nice condition; £535.

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. [C3042]

CAR MART, Ltd., offers:—

AUSTIN London Distributors.

1955 Austin A50 Cambridge de luxe saloon, heater, grey with red upholstery; £540.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

B. J. HUNTER, Ltd., offer:—

1955 Austin A50 saloon, low mileage, showroom condition; £690.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5303. [C3040]

H. BEART & Co., Ltd., offer:—

1954 (October) model Austin A50 de luxe saloon, one owner, genuine 9,000 miles, as new; £665.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. [C3061]

H. A. SAUNDERS, Ltd., offer:—

1955 Austin A50 Cambridge de luxe saloon, tweed grey, grey upholstery; sun roof; recorded mileage 4,700; £685.

H. A. SAUNDERS, Ltd., 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C3027]

CAR SALES (Pri. 6623) offer:—

AUSTIN A50 de luxe saloon, grey, one owner, taxed; £665; choice of several.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1061]

AUSTIN 1955 A50 de luxe saloon, 450 miles; £675.—Dr. Bott, 25, Montpelier Place, S.W.7. Knt 1858. [W697]

1954 A50 Cambridge, Chaise grey, seat covers, two for lamps, one careful owner; £640.

Campbell Symonds, Fiv. Alley 4456. [C1087]

PRIDE & CLARKE, Ltd.—1955 Austin A50 de luxe saloon, 3,000 miles, heater, choice of two; £659.—Stockwell Rd., S.W.9. Brixton 6251. [C3008]

1955 (July) Cambridge de luxe, grey/red leather, 4,050 miles only, immaculate, unblemished condition; £667.

H. A. SAUNDERS, Ltd., 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1955 Austin A50 saloon, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. [C1010]

1954 A50 de luxe, blue, fitted twin spot lamps, one owner, £600, screen washers, low mileage, one owner. £600.

BRENT CROSS GARAGE, Hendon Way, N.W.4. Speedwell 1196. [C1097]

1955 (November) Austin A50 de luxe saloon, Chaise grey, radio, rim finishers, under bar, as new; £725.—Grove Brothers, Ltd., 153, Old Broad St., S.W.7. Fremantle 5335. [C1063]

1955 (April) Austin A50, blk./red, 3,000 miles; £695; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes from Clapham Junction.) [C3082]

625 eng.—Austin A50 (May, 1955) Cambridge saloon, one owner, excellent; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). [C3049]

TANKARD & SMITH, Limited, offer 1954 Austin A50 Cambridge saloon, blue/blue leather, one owner, heater, 12,000 miles, immaculate; £665; three months' written guarantee; 134-136, Kings Rd., Chelsea, S.W.3. Flatman 4601. [C3065]

OFFORDS have taken in part exchange a 1955 Austin A50 Cambridge saloon de luxe, this car has had one owner and has covered only 8,000 careful miles; at £645 it will show a considerable saving against the cost of a new model.—67, George St., W.1. Welbeck 6899. [W7770]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CAR MART Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. (C0058/R)

AUSTIN TWELVE

1940 Austin 12, unmarked cellulose, excellent mechanically. £205.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26, Sydenham 5129. (C2068/R)

£195—1938 Austin 12/4 saloon, excellent condition, bargain.—G. P. (Bairham), Ltd., 2c, Bairham Hill, S.W.12. (100 yrs. Clapham South Tube). Bait. 1107-8-9. (C2024)

AUSTIN 1929 12/4 tourer, recently overhauled. A mechanically excellent, new hood and tyres, strong tow-bar, in daily use, licensed and insured, £60 of offer.—Bursar, St. Edmund's College, near Watc. (Puckeridge 4). (C2039)

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hamstead (Tube), N.W.3 Ham. 6041. (W4018/R)

AUSTIN SIXTEEN

H. A. SAUNDERS, Ltd., offer:—

1948 Austin 16 saloon, black, brown upholstery, heater. £295. (C2027)

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C2027)

1948 Austin 16 saloon, black, outstanding condition throughout, 3 months' guarantee. £325. (C2027)

C & W 16 saloon, black, outstanding condition throughout, 3 months' guarantee. £325. (C2027)

1949 Austin 16, black, brown, heater, one owner. £325.—Salmons Garages, Temple Bar 3335. (C4062)

£135—Austin 16 saloon, fitted saloon, one owner from new, immaculate, 1937. Hamstead 7871. (C2027)

HEARSES, Hearses, Hearses. We can supply hearer or dark hearer on the 16 h.p. chassis. Brochures available. (C2027)

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C2027)

A & S 16hp Hircumobiles. Large choice 1950/31.52 from £565/£785. Extra is fitted Standard Diesel. (C2027)

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A & S 16hp Hircumobiles. Large choice 1950/31.52 from £565/£785. Extra is fitted Standard Diesel. (C2027)

AUSTIN A70

A70 1950 saloon, grey, brown leather, heater, good order, taxed; £345.—Walton-on-Thames 2876 (1965)

HEARSES Hearses Hearses. We can supply hearer on the A70 chassis. Brochures available. (C2027)

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. (C2027)

AZ MOTORS offer 1953 Hereford, immaculate condition, £515/11.—Palmerston Rd., N.W.8, Tel. Mai. 4723. (C1011)

AUSTIN A70 body-shell 1951/53 with front and rear seats & back axes, one gear box, all new.—Tel. Edmonton 3250. (C2027)

MAY, 1953, Austin A70, black, fitted radio and heater, 18,000 miles; £600 or nearest offer.—Imperial Garages (Blackpool), Ltd. Tel. 21594. (C2027)

1953 Austin A70 saloon, heater, magnificent, guaranteed; £450, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fto. 1313. (C2027)

1952 (Sept.) Austin A70 Hereford, saloon de luxe, one careful owner, leather and heater, £463.—Arnots Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. (C2027)

1952 Austin A70 Hereford saloon, fawn with heater, fitted, a low mileage car, extremely well maintained, with bodywork 100%. £465.—Evans & Kitchen, Horsehair, Birmingham, 1. (C2027)

1952 (April) Hereford saloon, beige, brown hide interior, heater, etc., one owner, 18,000 miles, one condition throughout; £465.—Robbins, East Putney Tel. 7881. (C2010)

1953 A70 Hereford saloon, heater, one owner, excellent condition, guaranteed; £475, exchange terms.—Palmerston Rd., N.W.8, Tel. Mai. 4723. (C2027)

1953 black, brown leather, radio, heater, sun roof, Ace Rimblishers, loose covers, one owner; £495.—Meyer, 10a, St. Albans Rd., Watford, Herts. Week-ends or after 7. (C2027)

AUSTIN A70 (late 1952), beige, 19,000, excellent condition, one owner, carefully used and maintained, many extras; an exceptional car, reasonable trial by arrangement.—Townend, South Shobury Hall; £510 or near. Tel. Shobury 61. (C2027)

1953 (October) Austin A70 saloon, black with brown upholstery, heater, roof, run-liners, 22,000 miles, immaculate condition throughout; £545.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1063)

495ms.—Austin A70 1952 Hereford convertible, 19,000 miles, blue, very leather, radio, heater, FV hood, unmarked; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C2016)

JULY, 1951, Austin A70 hard top sports saloon, black with red leather, fitted heater and radio, loose covers, fitted mats, new tyres, engine 27,000, excellent condition, one owner; price £525.—F. Fitzhugh & Sons, Ltd., Wisbech Rd., Orange, March. Tel. 31. (C2027)

AUSTIN A70 Cars Wanted

CAR MART Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9, Hendon 6500. (C0058/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hamstead (Tube), N.W.3 Ham. 6041. (W4018/R)

AUSTIN A90

BENTALLS, Ltd.

1952 Austin A90 Atlantic, radio and heater; £540.—Kingston-on-Thames Kingston 1001. (C1093)

CAR MART Ltd.

AUSTIN London Distributors.

1952 Austin A90 Atlantic saloon, heater, black with red upholstery; £525. (C2027)

1955 Austin A90 Westminster de luxe saloon, heater, blue with blue upholstery; £725. (C2027)

CAR MART Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. (C1039)

B. J. HUNTER, Ltd., offer:—

1950 Austin A90 convertible coupe, fitted all extra; bargain. £450. (C2040)

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 5303. (C2040)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin A90 hard top, r. & h., immaculate; £425.—355, High Rd., Wembley, Middle. Tel. Wembley 4422. (C4015)

1952 Austin A90 Atlantic hardtop saloon, blue, radio and heater; £495.—Totterham 0353. (C2027)

1950 A90 convertible, guaranteed; £395, payments.—Oldfield, 355, Kensington High St., W.14. Wes. 6681. (C2029)

1952 good condition, black, Atlantic saloon, radio, one owner, best offer.—Tel. Bossar, Paddington 5060. (C2027)

AZ MOTORS offer 1952 Atlantic saloon, one owner, real opportunity; £475/11.—Palmerston Rd., N.W.8, Tel. Mai. 4723. (C1011)

1951 Austin A90 Atlantic saloon, heater, splendid condition, one owner; £475.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26, Sydenham 5129. (C2068/R)

1951 Austin Atlantic convertible, radio, heater, very fast car, showrooms condition; £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.8, Tel. Colindale 3195. (C2027)

1951 Austin A90 saloon, black, red leather, radio, heater, in spotless condition, wonderful performance; excellent value at £405.—Millwood Motors, Mill Hill (London) 4235. (C2015)

AUSTIN A90

1952 Austin A90 sports saloon, one owner from throughout; £325.—Cox's Motors (Leicester), Ltd., 15, Conduit St., Leicester. Tel. 60319/2033. (C1058/R)

£465—1950 Austin A90 convertible, specimen condition throughout; this we mean! Come and compare with others offered, everything on it is beautiful and carefully maintained.—Below. (C2027)

£515—1951—Practically 1952 Austin A90 Atlantic sports saloon, impeccable bodywork, red leather interior, spotless, mechanically absolutely outstanding. (C2027)

LAMBS OF WOOD GREEN (Established 1897)—100 guaranteed cars, exchanges, hire purchase—411, 425, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2027)

1951 Austin A90 Atlantic saloon, black with cream hide interior, fitted radio and heater, exterior and interior unmarked, mechanically 100% throughout; accept £545.—Landonwre Motors, Fleetwood, Lancs. Tel. 794. (C2027)

WE are selling on behalf of a customer: 1951 (Oct.) Austin A90 Atlantic sports saloon, metallic grey, rec. hide, radio, heater, loose covers, rim embellishes, wing mirrors; this outstanding car was supplied new by us and we have serviced and maintained it, total mileage 22,000, the whole car is in excellent condition. Austin-Hesley gear box giving 100 m.p.h., one of the finest on offer; £485.—Gordon White & Co., Ltd., Gerrards Cross 2077/8. (C2027)

AUSTIN A90 Cars Wanted

CAR MART Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 1001. (C0058/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A90.—Hamstead (Tube), N.W.3 Ham. 6041. (W4018/R)

AUSTIN A90 (8-yl.)

PEDIGREE CARS offer:—

£725—Austin Westminster de luxe (March) de luxe saloon, 8,000 miles, blue & tone, immaculate throughout.—340, Euston Rd., N.W.1. Euston 7889. (C2027)

CM CAR SALES (Pri. 6623) offer:—

1955 Austin A90 Westminster de luxe, radio, 5,000 miles, one owner, taxed; £785. (C2027)

THREE months' guarantee; terms, list on application. (C2027)

AUSTIN A90 Westminster 55 de luxe saloon, 8,000 miles; £785.—Holland Park Automobiles, Park 2626. (C2027)

1955 Austin A90 Westminster de luxe saloon, as new, 7,000 miles approx., finished beige; £795 with B.M.C. guarantee. (C2027)

1955 Austin A90 Westminster de luxe saloon, as new, 7,000 miles approx., finished beige; £795 with B.M.C. guarantee.—Vaughan-Harbour, Ltd., Austin House, Wellington St., Leicester. Tel. 58239. (C2027)

1955 Austin A90 Westminster saloon de luxe, heater, extras, low mileage, almost indistinguishable from new; £765. (C2027)

PA 1955 SERVICE GARAGE, Ltd., London Rd., Guildford, Surrey, Tel. Guildford 5356. (C2035)

1955 Austin Westminster de luxe, 5,000 miles only, indistinguishable from new; £750.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C2027)

£750—Austin A90 Westminster de luxe saloon, black, red leather, heater, only 2,000 miles and completely as new.—Broadle, Motors, 67, High St. and Hanworth Rd., Houndley, Middx. Hwa 5176. (C2027)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

PEDDIERE CARS offer:—

1954-5 Princess, a most immaculate one-owner luxury car, 14,000 miles, fully equipped. special carpets, etc.; £1,475-340, Euston Rd., N.W.1. Curzon 7825. [C3093]

CHARLES FORLETT, Ltd., offer:—

1950 (Dec.) Austin Princess touring limousine with electric division, radio and heater, colour grey with blue leather, this car was sold new by us and is in exceptional condition throughout; £795; 3 months guarantee, R.P. and part exchange facilities. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6265.

SERVICE: Works and Stores, Barnsdale Yard, off Eglia Ave., W.9. Cunningham 5956. [C3010]

A&S

1950 (Dec.) Austin Princess, full width occasional, leather throughout, one private owner, 20,000 miles, in new condition. £1465. [C3006]

1950 (Dec.) Austin Princess, full width occasional, cloth in rear, radio, heater, £1285.

1950 (Dec.) Austin Princess, full width occasional, leather throughout, one private owner, 40,000 miles, in new condition. £1095.

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AUSTIN A125 & A135

1952 Austin Sheerline, black/beige, radio, heater, as one owner, chauffeur driven since new, exterior and interior immaculate and in impeccable condition; cost of car new approx. £2,300; will accept £600. —Ritchie, 3, North Park Drive, Blackpool. Tel. 25051. [C3024]

1955 (June) Austin Princess III saloon, 3,700 miles, condition as new, finished metallic grey, one careful owner, H.V. radio and many extras, cost of car new approx. £2,600, will accept £2,250 with B.M.C. guarantee.—Vaughan-Harborne, Ltd., Austin House, Wellington St., Leicester. Tel. 55221. [C592]

CAMDEN MOTORS offer a 1953 Austin Sheerline, limousine, long wheel-base model with full-width occasional and very immaculate leather upholstery front and rear, heater and radio, privately owned and in specimen condition, for other limousines see advert in Used Cars Britain Supplement this issue. **CAMDEN MOTORS**, the limousine specialists, Leigh-on-Buzzard 2041.—Write for special Hire-Car Catalogue and Illustrated Brochure, showroom open until 5 p.m. [C1535]

1949 Austin Sheerline saloon, finished in attractive dual-tone colour scheme with rich beige leather upholstery, heater, radio fitted, this luxury carriage is in beautiful condition and with a new engine recently fitted should completely satisfy the most discriminating buyer; £475; deposit £150. —COLLIER & COX, 10, High St., Finchley, N.12. Tel. Hillside 0560/9553. [C5063]

Austin A125 and A135 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition. **CAR MART, Ltd.**, Austin House, 29, Euston Rd., London, W.1. Euston 1212. [C5924]

CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition. **CAR MART, Ltd.**, Austin House, 29, Euston Rd., London, W.1. Euston 1212. [C5924]

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Austin Spares and Service

MODERN equipment handled by a skilled staff ensures good service. **NORMAND, Ltd.**, 405-9, King St., W.6. Riv 3665. [C3026]

AUSTIN genuine spares and specialists service in the West End. **MORRIS & Co.**, Cleveland Garage, Cleveland St., Tel. Mus 132. [C3026]

AUSTIN the main agent, for spares, service and repairs. **T.L. Lancaster Engineering Co., Ltd.**, 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [C3016/R]

KINGSTON - ON - THAMES—Austin agents and specialists for sales and service. **W. WILKIN, Ltd.**, 1, Weston Park, and 94, Eden St., Kingston. Kingston 2241. [C30403]

DISMANTLING for spares nearly all models 1932/1940, 1940 16hp—Wards Motor Stores, Walsley. Tel. 415. [C3016/R]

AUSTIN spares, 80p per car; any part; largest stockists in U.K. exchange units. **Try Northwood's**, 44-47, Newington Causeway. S.E.1. Hor 2832, 2820. [C3016/R]

C. O. NORMAN & Co. authorised Austin main spare parts stockists, service spare parts and replacement units—30, Vauxhall Bridge Rd., London, S.W.1. Vic 221. [C3016/R]

REPAIRS of all descriptions! Gear boxes (1930/1955 from £2, 7/10, 12hp exchange units), seat covers from £2/18.—Tarrant & Fraser, 10, Winchester Street, N.W.3. Pri 2647. [C3016/R]

AUSTIN spares—largest stockists, lowest prices, exchange units, crankshaft, blocks, dynamos, etc. s.a.e. for list.—**Withams**, 18, Balham Hill, S.W.15. Battersea 3250-3769. [C3016/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—**Gibbs Ltd.**, Main Parts stockists, Longbridge House, Great West Rd., Bedford, Bedfordshire. Tel. Feltham 5274-5. [C3016/R]

PRYNNE & STEVENS, Ltd. the South London Austin depot, full range of parts and units in stock, exchange engines, seat boxes, pumps, carburetors, brake shoes and electric units from stock; repairs and service to Austin exclusively—57, Acle Lane S.W.2. [C3016/R]

AUSTIN-HEALEY

1954 (August) Austin-Healey 100, white, red interior, fitted overdrive, heater, screen washers, spot lamps, one owner, £445; unique guarantee, term, part exchanges, cars or motor cycles.—36-52, Dudden Hill Lane, N.W.10. Willesden 2829. [C3016/R]

1955 Austin-Healey 100, Le Mans specification, green with green leather, overdrive, heater, luggage rack, cigarette lighter, many extras, one owner, low mileage, immaculate condition, £475. Bal 5424. [C3016/R]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)**JACK BARCLAY, Ltd.**EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.**JACK BARCLAY, Ltd., Berkeley Sq., May 7444 (open until 7 p.m.)**
(C1062) H**WM****1936** Bentley 3½ Park Ward saloon, 2 owners since new, total mileage 86,000; at 73,000 miles the car had £1,250 spent on it, the body being completely stripped and reconditioned; 6500 or part exchange—Worcester Bakers Ltd., 107, Crawford St., London W.1 (near Baker St. Station). Welbeck 1159
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LAMBS OF WOOD GREEN (Established 1897), 100 L guaranteed cars; exchange, hire purchase.—429-433, High Rd., Finchley (East Finchley Underground), Finchley 6222. (10262)

1947 r.h.d. saloon, immaculate; £635.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2597. (10301)

1954 genuine!!! Buick special saloon, heater, radio, immaculate, 15,000 miles; £1,675.—Tel. Camberley 1600, Est. 230. (1071)

NEW and unregistered Buick Riviera 4-door saloon, double Dynaflow, radio, very latest and most glamorous body styling; £2,295.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. (W4051/1)

1955 Buick 4-door saloon, radio, heater, whitewall tyres, very low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4858. (104028)

1955 Buick series 82 saloon, Dynaflow transmission, radio, heater, power brakes/steering, etc., unregistered mileage 530.—Alfresco Garage, 11, Frisingham, Bradford. Tel. 41211. (10303)

BUICK Spares and Service

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers Wembley 8691/8905. (W4015/R)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10304/R)

BUICK Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10141/R)

1950 Buick 4-door sedan, bargain.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016/2)

1949 Chevrolet 4-door saloon, radio, heater, bargain

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016/1)

1952 Chevrolet Powerglide convertible radio, heater, 20,000 miles only, absolutely as new

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016)

1950 Chevrolet, radio, heater, sun roof, lower covers new engine recently fitted, outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016)

1955 Chevrolet, Bel-Air V8 4-door saloon, r.h.d., radio, heater, w/s washers, 5,000 miles; £1,780.

R.H.D. 1954 Chevrolet 4-door saloon, 5,000 miles, glide, radio, heater, whitewall tyres, 5,000 miles; £1,540.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station), Temple Bar 5565. (10127)

AZ MOTORS offer 1948 Fleetline, 4-door, splendid condition, radio, heater, lower covers, bargain; £395!!!—Palmerston Rd., N.W.6. Tel. Mai. 4725. (10101)

1946 Chevrolet Stylemaster 4-door l.h.d. saloon, blue, smart, £395 or £130 deposit.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6890. (10124)

1946 (reg.) Chevrolet shooting brake, large interior, l.h.d., 26hp, good condition throughout; £150 or exchange for low h.p. commercial.—Tel. Mr. Lacey, Ashford, Kent 1112. (7812)

1953 Chevrolet 4-door saloon, 10,000 miles only, heater, grey; £1,190.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4858. (104028)

1955 (Jan.) Chevrolet Bel-Air saloon, right-hand drive, V8 engine, radio, heater, chrome wheel covers, wheel discs, screen wash two-tone paint, very low mileage and as new; £1,750.—Pearson's of Liverpool, Ltd., North 1245. (7086)

1950 Chevrolet 4-door de luxe saloon, right-hand drive, one owner, small mileage; £675; terms, exchange.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 6894. (10404)

BEL-AIR V8 rhd. Chevrolet 4-door saloon, April 1955 one owner, 9,000 miles, guaranteed condition and appearance, absolutely as new, colour beige over steel, extra heater radio heater washers, open to any examination; £1,725.—Clayton Cars (London) Ltd., 17 Bruton Place, London, W.1. Tel. Mayfair 4576. (101050)

Chevrolet Cars Wanted

or later l.h.d. convertible at l.h.d. price.—Box 7772. (10780)

CADILLAC

GUY SALMON AUTOMOBILES offer—

1953 Cadillac 62 4-door saloon; this magnificent car, which has only done 11,000 miles, is fitted with a superb radio installation, heater and demister, Hydramatic gears, black/grey interior; whole car indistinguishable from new; £2,250.—Portsmouth Rd., Thames Ditton, Kimbertrough 5531-2-3. (C4001)

1953 Cadillac, model 62, dark green, radio, heater, 10,000 miles, loose covers.—Below.

1954 (December) Cadillac, 4-door saloon, Fleetwood trimmed dark blue, power steering and brakes, hydromatic drive, electrically operated windows and seat, heater, electronic radio, whitewall tyres, many extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4858. (104028)

CADILLAC 4-door saloon, black/chrome, Hydramatic, beautiful condition throughout, trial and inspection welcomed; £1,575; exchanges, deferred; personally recommended by B. Ringle, 46, Warren St., W.1. Euston 3575. (10667)

1949 Cadillac convertible, in exceptional condition throughout, radio, heater, electrically operated hood, windows and seat, engine just overhauled, one owner.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. (10302)

1949 Cadillac Imperial limousine, in magnificent condition throughout, hydromatic transmission, radio and heater in front and rear compartments, electrically operated windows and vision, new tyres.—Harry Martin, 23, Devonshire Place Mews, London, W.1. Welbeck 3294. (10302/1)

1953 Cadillac model 62A full 5/6-seater convertible, cream red hide, black hood, fully power-operated, including steering, brake, all windows, seat adjustment, hood, an unusually striking example, in next-to-new condition throughout. Full details on request. £2,750. Exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (10403)

1953 Cadillac Golden Anniversary 4-door saloon, negligible mileage, veritable Cadillac condition, every conceivable extra; bargain for the connoisseur; £1,975; part exchange welcomed and hire purchase terms arranged.—Aler Corley (Autocars), Ltd., The American Car Specialists, 15, Warren St., London, W.1. Euston 2565 or 1143. (10111)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers Wembley 8691/8905. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.5. Kensington 4858. (104028)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (10304/R)

Cadillac Spares and Service

Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (10121/R)

CHEVROLET

1948 Chevrolet 4-door sedan, bargain.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016/2)

1949 Chevrolet 4-door saloon, radio, heater, bargain

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016/1)

1952 Chevrolet Powerglide convertible radio, heater, 20,000 miles only, absolutely as new

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016)

1950 Chevrolet, radio, heater, sun roof, lower covers new engine recently fitted, outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. (W4016)

1955 Chevrolet, Bel-Air V8 4-door saloon, r.h.d., radio, heater, w/s washers, 5,000 miles; £1,780.

R.H.D. 1954 Chevrolet 4-door saloon, 5,000 miles, glide, radio, heater, whitewall tyres, 5,000 miles; £1,540.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station), Temple Bar 5565. (10127)

AZ MOTORS offer 1948 Fleetline, 4-door, splendid condition, radio, heater, lower covers, bargain; £395!!!—Palmerston Rd., N.W.6. Tel. Mai. 4725. (10101)

1946 Chevrolet Stylemaster 4-door l.h.d. saloon, blue, smart, £395 or £130 deposit.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6890. (10124)

1946 (reg.) Chevrolet shooting brake, large interior, l.h.d., 26hp, good condition throughout; £150 or exchange for low h.p. commercial.—Tel. Mr. Lacey, Ashford, Kent 1112. (7812)

1953 Chevrolet 4-door saloon, 10,000 miles only, heater, grey; £1,190.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4858. (104028)

1955 (Jan.) Chevrolet Bel-Air saloon, right-hand drive, V8 engine, radio, heater, chrome wheel covers, wheel discs, screen wash two-tone paint, very low mileage and as new; £1,750.—Pearson's of Liverpool, Ltd., North 1245. (7086)

1950 Chevrolet 4-door de luxe saloon, right-hand drive, one owner, small mileage; £675; terms, exchange.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 6894. (10404)

BEL-AIR V8 rhd. Chevrolet 4-door saloon, April 1955 one owner, 9,000 miles, guaranteed condition and appearance, absolutely as new, colour beige over steel, extra heater radio heater washers, open to any examination; £1,725.—Clayton Cars (London) Ltd., 17 Bruton Place, London, W.1. Tel. Mayfair 4576. (101050)

Chevrolet Cars Wanted

or later l.h.d. convertible at l.h.d. price.—Box 7772. (10780)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chevrolet Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 5691/5903. (W4015/R)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. (W1077/R)

Chevrolet Spares and Service
CHEVROLET—Concessionaires for the United Kingdom hold good stock of spares, same day service.—S & C Concessions, Ltd., 13/14, Upper St. Martin's Lane London, W.C.2. Temple Bar 3588. (10677/R)

CHEVROLET—Spare parts and service for cars and trucks, the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grimsby 300. (10601/R)

Chevrolet Cars Wanted
ATOTSALES (LONDON), Ltd.
CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. (10643/R)

SIMPSON MOTORS (WEMBLEY), Ltd., the Chevrolet buyers Wembley 5691/5903. (W4015/R)

Chevrolet Spares and Service
ATOTSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-3155. (10605/R)

CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY the best examples are offered. Present stock includes:

1950 Light 15hp, red, red leather, heater, radio; £425.
1948 Big 15hp i.h.d. French model; £295; exchanges, deferred terms.
JOHN S. TRUSCOTT, Ltd., for the new D819, J. earliest deliveries.—173, Westbourne Grove, Bayswater 4274. (C4035)

1950 (Nov.) Citroen Big 6, in excellent condition throughout; £425.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Hampshire 2100/8678. (C4011)

1948 (Oct.) Citroen Light 15 saloon; £325.—Putney 7851. (8097)

1951 Citroen Light 15, black, beige leather, immaculate throughout; £445.
DOUGLAS CAR SALES, 21, High St., Waltham Cross, Tel. Waltham Cross 4923/4124. (C1075)

1955 Citroen 15hp saloon, low mileage, magnificent condition, full history available; £795.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 226. (C1070)

1938 Citroen Light 15 2-seater sports, just de-carbonised, engine going abroad; £165 or offer.—Garton (W. Ford) 1921. (8026)

CITROEN 15hp, 1932, in unmarked condition, bargain.—£450.—John Acock, Walsley St., Biddulph, Tel. Biddulph 3174. (7812)

LIGHT 15, 1952, 18,000 miles, one owner, sunshine roof, green, perfect condition; £475.—10, St. James Rd., Buxton. (7394)

1951 (November) Citroen, colour black, brown leather, fitted almost new tyres, in beautiful condition throughout; £425.
ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2. Ambassadors 6266. (C4033)

£345—Citroen Light 15 1949 saloon, taxed.—Bowers Road Garage, Bowers Rd. (North Circular Rd.), N.11. Bowers Park 2294. (7423)

1950 Citroen Light 15 de luxe, fitted with Smith heater and H.M.V. radio, perfect condition; £395.—Abbotts Garage, Ltd., Earls Barton, Northants. (C3050)

1952 (April) Light 15, mint green with cream leather, in almost new condition, 21,000 miles only; £515.—Philip Johnson, Ltd., c/o P.O., Kings Lynn, Norfolk, 2424. (7639)

C. O. NORMAN & Co., Citroen sole distributors for the County of London; service, spares, and replacement units; fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd. & W.1. Via. 2211. (10756/R)

1947 Citroen Light 15, black, sunshine roof, recently sprayed, a overhaul at factory this year, engine overhaul just completed, Blenheim wheel, oil and p.m.p. gauge fitted, spot and stone guard, H.P. part exchanges.—Ace of Spades, Kingston By-Pass, Surbiton Kilmbridge 6402. (C3050)

Citroen Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.4. Ham. 6041. (W4018/R)

C.N.K. MOTORS are very good buyers of Light 15s.—553, Finchley Rd., N.W.3, Hampstead 5712.
CITROEN L15 1954-55 wanted. Immaculate.—Johnson, 12, Low Tenter St., Bishop Auckland, Co. Durham. (10776/R)

Citroen Spares and Service

SOUTH of the Thames.
BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. (10187/R)

SHRIMPSON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 342-4, Bromford Rd., S.W.5. Ken. 5664.

SPARES and Service: 157/143, High Rd., Chiswick, S.W.4 (Chis. 6159), and 67, Montrose Place, Halkin St., S.W.1 (Globe 5660). (10727/R)

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowers Rd., N.11 (Bow 2294); specialists on Citroen body repairs and mechanical overhauls, saved joints reconditioned 48 hrs.; all spares stocked. (10659/R)

DAIMLER

DENHAM'S for Daimler.
ALWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."
DENHAM'S GARAGE (ESTER), Ltd. Tel. 2021, Esher, Surrey. (C1100)

DAIMLER
VINTAGE AUTOS offer—

£495—Daimler 2½ 1947-8 sports saloon, fitted radio, heater, immaculate throughout; cost £2,000.
VINTAGE AUTOS, Ltd., 105, Queensway, W.8. Tel. Bayswater 5929 and 8330. (C4079)

BROOKLANDS, Daimler retailers.
NEW Daimler Century saloon, pre-tax increase.

1954 Daimler Century saloon, 11,300 m.p.h.
1951 Daimler Barker special sports coupe.

CARS purchased for cash; guarantee.

103, New Bond St., London, W.1. Mayfair 6551. (C1029)

GOV SALMON AUTOMOBILES offer—

1955 Daimler Century special sports 8-seater, (ivory/red leather, 7,000 miles only from new, one owner, a most attractive and unusual sports car with a substantial saving under list price offered; £1,285.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

SEYMOUR & CLEMENTS, Ltd. offer—

1953 Consort saloon, black, brown leather, one owner, 13,000 miles, heater, twin fog lamps, magnificent condition, serviced by Daimler experts; £245.—38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C4007)

STRATSTONE, Ltd., Daimler distributors.
Daimler special 3-litre saloon with division (March, 1953), black with cloth upholstery, a unique car; £2,950.

Daimler 3½-litre Regency saloon (Feb. 1953), silver and ivory/red leather; £1,975.
Daimler 2½-litre Century saloon (July, 1954), light green, beige leather, 5,000 miles; £1,350.

Daimler 2½-litre special sports coupe (May, 1952), grey, grey leather; £1,275.
Daimler 2½-litre Consort saloon (Sept., 1953), blue, blue leather; £1,065.

Daimler 2½-litre Consort saloon (Sept., 1951), green, red leather; £795.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). (C4068)

SWANMORE GARAGE, Ltd., Bournemouth.
£595—Daimler 1950 drop head coupe, in very nice condition.
£695—Daimler 1951 Consort saloon.

£1145—Daimler 1953 special drop head, very attractive.
£1075—Daimler 1954 Consort saloon, one owner, exchanges.

SWANMORE GARAGE, Ltd., 1175-1180, Christchurch Rd., Bournemouth (Southbourne 4354/4). (C4024)

CHEAM MOTOR & ENGINEERING Co., Ltd. offer—

1953 Daimler Consort, black with red leather, fitted radio and heater, one owner, guaranteed mileage 22,000, a superb car beautifully maintained; £850.—Rwell Rd., Cheam, Wigan 0125. (7740)

CHARLES POLLETT, Ltd., official Daimler agents, offer—

1955 Century saloon, grey, red hide, radio, heater, genuine 5,700 miles; £1,380.
1954 Consort saloon, dark blue, blue hide, radio, heater, one owner; £1,045; both the above cars were supplied new by us and have been regularly maintained in our own service stations; H.P. facilities and part exchange.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6366.
SERVICE—Works and Store: Barnsdale Yard, off Eglon Ave., W.9. Cunningham 5936. (C2010)

1948 Daimler de luxe saloon, one owner, superb condition; £535.
M.B. MOTORS, 142, Malmesbury Park Rd., Bournemouth, Bournemouth 3508. (C3050)

Daimler Consort, heater, in superb condition throughout; £695.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7778/3676. (C4016)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer—

1953 Daimler Consort, finished maroon, immaculate condition throughout; £795. (C1004)

A & S Limousines, Providence Court, North Audley Street, Mayfair 2241. (C1026)

LIMOUSINE, 1936 EL 24hp, seven passenger, partition and wide face-forward seats, cloth in rear; £425.

A & S SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2241. (C1026)

1954 Daimler Consort saloon, one owner, 9,000 miles only; Ripce condition; £1,065.
RIPCO, Ltd. (Daimlers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2956-3/4. (C3053)

cars.—Spink, Ltd., Daimler Distributors, Bournemouth, Tel. 5405. Spares and service. 1573.

1951 Daimler Consort saloon, black, chauffeur kept, radio, excellent condition; £675.—Reliance 1573.

CONQUEST CENTRAL, July, 1954, 14,000 miles, heater, one owner; £1,050.—J. W. Senior, Wicker Lane, Sheffield. (7765)

Daimler—Always a good selection available at Daimler & Jaffe, Ltd., Daimler Specialists, Bristol 20091. (10667/R)

1955 Daimler Century saloon, 3,000 miles only, grey and maroon, immaculate car; 4 months guarantee.

GREEN & ZONIS, Ltd., 248-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (C2020)

1952 (July) Daimler Consort, black, several extras, immaculate condition, very good history fully known; £750.
KEN WHARTON & Co., Hume St., Southwick, Tel. K. Southwick 0813. Evesing Tel. Birmingham Berrwood 1325. (7375)

DAIMLER

1955 Daimler Consort saloon, black, radio, 8,000 miles; £1,285.—Vandervell, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

£45—1933 Daimler Light 15, not too horrible, in regular daily use, new battery.—15, Hove Rd., Southampton. (1907)

£665!!! Daimler Consort saloon 1953, only one owner and in original condition throughout, a very nice car all round.

CANDLER MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

1949 series Daimler 2½-litre saloon, really excellent; £595.—Holland Park Automobiles, 142, Holland Park Ave., London, W.11. Park 2636. (C2085)

1952 Daimler Consort saloon, blue with blue leather, one owner, immaculate condition; £675.—Coventry & Jaffe, Ltd. Bristol 20091. (7354)

1952 Consort saloon, 26,000 miles, grey, blue leather, £245, maintained since new by the Daimler specialists.—Donald Vince & Co., Ltd., Kidderminster Rd., Croydon 5775. (7669)

1947 Daimler 2½-litre saloon, blue/blue; a most attractive car; £395; part exchanges, deferred terms.—Milbail Service, Ltd., South Edwards St., Kensington, London, W.8. Western 2268. (C3054)

4½-litre 7-passenger limousine, cloth in rear (1937), works maintained, beautiful condition throughout, £430; no resins.—3, Carlton Rd., London, W.3. Perivale 9658. (7391)

£945!!!—1950-1 Daimler 2½-litre Barker special sports coupe, with overdrive, costing nearly £5,000 new, still looks and runs like it, beautiful and specimen car just as it should be.—Beech.

£635!!!—1950-1 Daimler Consort 2½-litre de luxe saloon, only 2 owners, specimen condition.

LAMBS OF WOOD GREEN (Established 1887), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, (East Finchley Underground) Finchley 9224. (C2018)

1951 Daimler Consort, black, red leather, fitted radio (two speakers), heater and demister, screen wash, wing mirrors, tailored loose covers, twin fog lamps, etc., immaculate; £690.—Tel. Acot 317610.

Daimler Light 20 1936, genuine low mileage specimen owner-driver saloon in gleaming condition with unworn brown leather, full 60,000-mile genuine history available. £225.—Rudd, 411, Central St., Woking 7773-4. (7638)

Daimler Consort saloon, first registered April, 1955, one owner, guaranteed genuine mileage 6,360, finished in grey with red leather and equal to new throughout; £1,195.—Archers (Shirley), Ltd., Stratford Rd., Shirley, Birmingham, Tel. Shi. 4405-3. (7702)

1952 Daimler Consort saloon, black with blue interior, in showroom condition throughout, 19,000 miles.—Moran Motors, Ltd., Daimler/Lanchester Distributors, 41-47, Frederick St., Cardiff. Tel. 30791-3. (7134)

525s.—Daimler 1949 2½-litre de luxe saloon, grey and black, sliding head, radio, heater, used carefully; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C2018)

£185—Daimler 7-passenger Hooper limousine, face forward seats with division, in beautiful condition throughout both mechanically and in appearance, suitable as director's personal car or for private hire or station work.—Guilford 4983 (most evenings and week-ends). (7331)

1950 Daimler 27hp 7-seater limousine with occasional seats facing forward, coachwork by Hoopers, fitted with radio, heater, cocktail cabinet, etc. this car is in beautiful condition throughout and has only done a mileage of 27,000.—Moran Motors, Ltd., Daimler/Lanchester Distributors, 41-47, Frederick St., Cardiff. Tel. No. 30791-3. (7135)

Daimler Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A almost new Daimler required immediately.—54, Gresham Hill, & W.2. Tulse Hill 2676. (W4016)

A & S require EL 24 or DE 27 or 56hp Limousines, good prices for genuine vehicles.

A & S SAUNDERS, Providence Court, North Audley Street, Mayfair 2241. (W1009)

WANTED—Daimler L42, cylinder head.—Yates Garage, Hampton-on-Thames, Molesey 1120. (7674)

WANTED, nearly new Daimler saloon; details and price, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, E. Tel. Deansgate 3525-6. (W3028)

H. F. EDWARDS are keen to buy good Daimler cars and will pay excellent cash prices; distance no object. Details please to 155, Great Titchfield St., London, W.1. Tel. Langham 0012. (W2003)

Daimler Spares and Service

KINGSTON-ON-THAMES—Daimler specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. (2275)

DISMANTLING for spares nearly all models 1932/1940.—Ward's Motor Stores, Walsley, Tel. 17116. (7856)

Daimler and Lanchester specialists—Deban Motors, 17, Atherton Mews, S.W.7. Western 4541. (1054/R)

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box overhauls and 48-hour repairs.—189, Putnam Rd., Cleeve, S.W.3. Ken. 7301/7321. (10358/R)

Daimler and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Timmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. (10668/R)

DELAGE

1938 Delage 26hp saloon by Coachcraft, in splendid condition following extensive overhaul, many extras, meticulously maintained; £550; private owner; can arrange hire purchase.—Wills, 117, Finsbury, Beckenham, Sec. 6171. (7624)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DELAHAYE
DELAHAYE 1955 four-door drop head coupe, actual car of 1955 Motor Show stand, £1,575, exchanges, guarantees, terms.—Swanmore Garage, Ltd., 1175-1180, Christchurch Rd., Boscombe E., Bournemouth (South-bourne 43544) [C3048]

D.K.W.
£150.—D.K.W. 1958 Master cabriolet, one owner.—Perry, Sandrock Wood, Hellingly, Sussex, Tel. Hellingly 275. [C3045]

1955 (September) D.K.W. Sonderklasse 3-5 fixed head coupe, 5,400 miles, as new.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5426. [C3045]

FOR D.K.W. cars, spares, exchanges and genuine first-class services, new German crankshafts, standard model, £21/10, circular model, £26/10, new parts from stock.—S. & M. Garages, Ltd., 422, St. Michaels St., W.2. Pad. 6877. [C3016]

D.K.W. Spares and Service
Literature from distributors for Devon, Cornwall, Dorset, Somerset.—Seymour Horwell Garages, Newton Abbot 545. [C3078]

REPAIRS Guaranteed gear boxes, engines, parts, seat covers; cars bought, sold.—Tarrant & Fraser, 10, Wincoburn Mews, N.W.3. Pri 2647. [C3010]

DODGE
1954 Dodge, two-tone colour green, 4-door saloon, radio, 5,000 miles.—Jos Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.7. Kensington 4656. [C3028]

1954 Dodge Kingsway saloon, black with green upholstery, heater and wing mirrors, 7,000 miles only, £1,600.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C3042]

1955 Dodge Coronet 2-door sedan, overdrive, heater, loose covers, attractive dual colour, 5,000 miles only, in unblemished condition; cost originally £2,550, great bargain at £1,550.—Sidney Market, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

Dodge Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Dodge buyers, Wembley 9691/3903. [W4015/R]

DYNA-PANHARD
1953—fantastic cars and perfect bargain, £465.—Holland Park Automobiles, Park 2626. [C3085]

FIAT
WM 1955 Fiat 1100, blue, mileage 7,000, identical to new, £750.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1130. [C3049]

H. C. PAUL, Ltd.
1955 Fiat 600 saloon, grey, mileage 5,000; £565; new and registered 1100 TV saloon, old list price—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

1955 Fiat 600, 2,000 miles, as new; £550.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C3016]

S&S MOTORS—1950 500 2-seater cabriolet, silver, red upholstery, reconditioned engine, excellent condition.
MOTORS—1950 4-seater, reconditioned engine, beautiful car; £255.
MOTORS—1951 500C, good mechanically, bargain; £235.
MOTORS—1952 500C, blue, loose covers, many extras; £370.
MOTORS—Fiat 500s from £125 upwards; call and see our stock at 18, Leicester Terrace, W.2. Pad. 6174. [C3060]

1950 (November) 1949 saloon, fitted radio, £495.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2557. [C3001]

£125—1939 (Sept.) 1100 pillbox saloon; terms and exchanges.—Tann, 16, Edenfield Gdns., Worcester Park, Surrey, Dorking 9754. [C3054]

1955 (Oct.) Fiat 600 saloon, green, works mileage; £590.—T. B. Breen, Ltd., Bligh Rd., Whitestone, Hill 7741. [C3046]

SEVERAL demonstration cars available, perfect conditions, low mileage.—Apply Fiat (Eng.) Ltd., Waker Rd., Wembley, Middx. Tel. Perivale 5651. [C3076/R]

1938 1100cc Fiat 4-door saloon, very fast, amazing performance; £176.—Arnott Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C3049]

1955 500C convertible, one owner, 6,700 miles, virtually new condition; £485; terms exchange.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5426. [C3045]

1939 model 300 Fiat, reconditioned grey, green interior, new interior, wider motor, 1939 fenders, bumpers, sports coil, a little beauty; £220.—Ewell 3722. [C3000]

MAYFAIR GARAGES, Ltd. Fiat West End showrooms; see and try the latest 1956 Fiat and Simca Aronde Elisee models; any make taken in part exchange at highest allowance price.—Below.

MAYFAIR GARAGES, Ltd.—In addition to new models, we claim to carry the largest stock of used guaranteed Fiat both post- and pre-war at prices ranging from £125 to £595.—Below.

MAYFAIR GARAGES, Ltd.—Our exchange/assembly service enables us to give the same after-sales satisfaction to our many Provincial customers as that enjoyed by those resident in the London area.—Below.

MAYFAIR GARAGES, Ltd.—Until the Motor Show of 1954, new Fiat cars had not been imported since the outbreak of war in 1939, during this long period we are proud to have been directly associated with the reconditioning, maintenance and sale of literally thousands of these little thoroughbreds.—Below.

MAYFAIR GARAGES, Ltd.—Now that conditions have changed our aim remains the same, i.e., to foster Fiat cars and serve our many customers to the best of our ability.—Below.

MAYFAIR GARAGES, Ltd.—List on request to Balderton St., W.1. Mayfair 3104-5. [C3008]

FIAT
C. V. RUSHMER AUTOMOBILES, official Fiat agents.—500 saloon, 2,000 miles only just run-in, taxed, £575; guaranteed 1952 1100 saloon, 9,000 miles, one owner, showroom condition.—46, Holland Park Mews, W.11. Park 5731. [C3061]

ANTHONY CROOK—All new Fiat models on show; used cars in stock, specially equipped workshop for after-sales service.—Sales: High St., Esher, Surrey (Tel. 4500). Service: Esher Rd., Hershham, Surrey (Walton-on-Thames 587). [C3063]

Ford Cars Wanted
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRE-WAR Fiat 500 wanted—300, Marlboro Rd., Peterborough. Tel. Bainton 295, evenings. [7735]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 3104. [C3065/R]

Fiat Spares and Service
FIAT 500 trouble—Try B.D.J. (England), Ltd. 85, Lowlands Rd., Harrow. Byrom 6058. [C3025/R]

MAYFAIR GARAGES, Ltd. comprehensive Fiat service, Balderton St., W.1. Mayfair 3104-5. [C3062/R]

S & S MOTORS invite all clients to visit our new stores, London's largest Fiat stockists, at 18, Leicester Terr., W.2. Pad. 6174. [C3015/R]

FIAT (ENGLAND), Ltd. Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 567/R. Grams: Fiat, Wembley. [C3009/R]

FIAT 500, 1100 and 1500, full range spares, replacement parts new and used reconditioned, bench-tested engines, starter motors, dynamo, radiators, springs in exchange, stamp list.—Derrington, 156, London Rd., Kingston 5621-2. [C3071]

FORD ANGLIA
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Anglia saloon, black with red upholstery, heater, twin wing mirrors, chrome radiator grille and bumper, chrome washers and other extras, low mileage, one owner, excellent condition; £525.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3043]

PERRY'S OF HARROW
HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd. High Rd., Harrow Weald, Middlesex (opp. Bus Depot). 10099/R
1953 Ford Anglia saloon; £330.—Haile Motors, Ltd. Tot. 7771 (4 lines). [C3077]

1953 Anglia, green, fitted 10hp reconditioned engine, one owner, immaculate; £325.
BRENT CROSS GARAGE, Hendon Way, N.W.4. B. Speedwell 1196. [C3097]

1954 Ford Anglia, black, immaculate condition 11,000 miles; £520.—11A, Limbury Rd., London. [C3017]

1955 (August) Anglia, black, immaculate condition, 550 miles only; £560.—Loughton 6107. [C3036]

1955-6 Ford Anglia de luxe, unused, taxed and insured, immediate delivery.—Tel. Luton 4212. [C3044]

BROTHERS—1955 Anglia, black, works mileage, wire-spoke, taxed, list price; terms, exchange.—55, Fulham Rd. S.W.10. [C3014]

1954 Ford Anglia, immaculate condition; £515.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3036]

1951 Anglia, new tyres, excellent condition all-round, registration 1959 but complete 1950 car; South London; £225, o.n.s.—Box 8007. [C3027]

1955 (August) Ford Anglia, heater, loose covers, wing mirrors, windline horns, chromium bumper and overriders, a specimen car; £265.
SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C3016]

1953 (April) Anglia 8hp saloon, reconditioned engine, brakes relined, etc., exceptionally fine condition; £335.—Robbins, East Putney, Tel. 7681. [C3010]

475cc.—Ford new Anglia late 1954 saloon, Derchester grey, heater, excellent condition; choice of 3 new Anglias; terms; exchange.—Rowland Smith, below.

345cc.—Ford Anglia 1953 10hp saloon, one owner, excellent condition; terms; exchange.—Rowland Smith, below. [C3018]

1955 Ford Anglia, grey, 5,000 miles, chrome bumpers, laminated wind screen, 6-ply tyres; £555.—Leamthill 38, Wood View, Grays, Grays Thorruck 2667. [C3068]

1955 Anglia saloon, 4,000 miles, radio, heater, windscreen washers, loose covers, beautifully maintained; £575.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Belgrave 3721. [C3006]

BARROW-IN-FURNESS—1955 Ford Anglia, grey/red leather, speedo, machine 9,610; £545; demonstrated anywhere; terms, exchange.—New Car Valeting Service, Greenslade St., Tel. Barrow 5. [C3017]

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, 3,000 miles, 1954, 1959 but complete 1950 car; 1955, 1953, one owner, £239; 1951, £299; 1948, £239.—Stockwell Rd., S.W.9, Brixton 6251. [C3066]

1951 Ford Anglia, green with brown interior very well maintained, 1959 but complete 1950 car; March '55; £285.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3533. [C3063]

ROY'S AUTOMOBILES, Ltd. offer the following: Anglia 1953, £335; 1951, £255; 1949, £265; 1946, £215; 1939, £135; large complete stock; terms and exchange.—127 Parkway, N.W.1 (nearest tube, Camden Town Station) Kinnion 2700 and 8694. [C3069]

FORD ANGLIA
1954 Ford Anglia, export model, Edinburgh green, 3,500 miles; £510.—Haile Motors, Ltd., Waker Rd., Wembley, Middx. South Croydon. [C3044]

XXX 1946 (July) Ford Anglia saloon, black, red leather, heater, immaculate and most attractive example, written guarantee; £275, terms, exchange.—S. F. Edwards, 159, Great Titchfield St., London, W.1. Tel. Langham 0012. [C3006]

Ford Anglia Cars Wanted
DAGENHAM
MOTORS, Ltd. wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070 [W1066]

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

H. A. SAUNDERS requires Anglias and Populars in part exchange for new models.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

FORD (H.P.)
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1947 Ford 8 utility; £185.
355 High Rd., Wembley, Middx. Tel. Wembley 4422. [C3015]

1946 8hp saloon, black, heater, new tyres, taxed; £250.—Walton-on-Thames 2976. [C3027]

1938 39 Ford 8, black, reupholstered, new engine, battery, covers recently; £610.—R. C. Fox, 97, Erlanger Rd., S.E.14. New Cross 3314 (evenings). [C3008]

165cc.—Ford 8 1939 de luxe saloon, good tyres, very good condition; terms; exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. [C3018]

Ford Eight Cars Wanted
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

FORD POPULAR
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 (November) Popular, blue with blue upholstery, seat covers, indicators, parcel shelf, excellent condition; £350.
1954 (October) Popular, Winchester blue, blue upholstery, parcel shelf, indicators, 3,500 miles; £375.

1953 (November) Popular saloon, black with red upholstery, indicators, mileage 10,000, one owner, excellent condition; £370.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

A1
1954 Ford Popular, black, fitted indicators, parcel tray; £365.
W. J. BROWN, Ltd., Ford distributors for 30 years, 359, Finchley Rd., N.W.3. Ham. 2284. [C3065]

CAR MART, Ltd.
1954 Ford Popular saloon, heater, beige, with red upholstery; £345.
CAR MART, Ltd., 520, Euston Rd., London, N.W.1. Euston 1212. [C3099]

1954 Ford Popular, heater and many extras; £366.
1953 4375.
DAVENPORT, VERNON & Co., Ltd., High Wycombe, Tel. 2400. [C3014]

3000 miles only.—1955 Ford Popular saloon, extra; £395.
BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station) Temple Bar 3586. [C3067]

1953 (December) Ford Popular saloon, one owner, blue, very clean throughout; £350.
1954 Ford Popular saloon, one owner, black, carefully used; £375.

FERRARS OF CRICKLEWOOD, Ltd. 300-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 8 p.m. [C3008]

1953 Ford Popular saloon, black, as new; £345.—Salmons Garage, Ltd., Temple Bar 3586. [C3029]

POPULAR, with hand controls, Nov. '53, 20,000.—6, Willow Close, Elm Park, Essex. Romford 7011. [C3065]

FORD Popular, April, 1954, black, indicators, parcel tray; £335.—Fraser, 76, Baker St., Weybridge, Tel. 3680. [C3070]

1954 (October) Popular, fawn, red upholstery, heater, mileage 7,500, taxed; £365.—Market Garage, Tring 2049. [C3077]

1954 Ford Popular, blinkers, many extras, new condition; £369.—Tom Allery, Automobiles, 66, Hill Rd., Wimbledon 3948. [C3077]

1955-56 Ford Popular, works mileage; list price.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [C3036]

FORD Popular, fawn, ex works, no mileage, available immediately for road; £435.—Simmons, 29, Roland Gdns., S.W.7. [C3067]

1954 Ford Popular saloon, black, heater, many extras; £365.—Haile Motors, Ltd. Tel. 7771 (4 lines). [C3077]

1954 Popular, 8,500 miles, blue with grey upholstery; £390.—Beardmore, 28, Queensway, W.2. Bayswater 0136. [C3015]

£335—1954 series saloon, 21,000 miles, one owner, radio, anti-roll bar; terms, exchange.—Lockhart's Service Depot, Chiltern Rd., Dunstable, Tel. 114. [C3069]

1954 model (registered Nov. '53) saloon, black, maroon interior, parcel shelf and trafficators, carefully maintained by engineer owner since new; £340.—Robbins, East Putney, Tel. 7681. [C3070]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

PRIDE & CLARKE, Ltd.—1954 Ford Populars, low mileage, extras: £319.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

375 gns.—Ford Popular 1955 saloon, trafficators, parcel shelf, twin screen, wipers, over-riders, one careful owner, 6,000 miles, spare unused, practically new, taxed, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

Ford Popular Cars Wanted

DAENHAM MOTORS, Ltd., wish to purchase Ford Popular cars. —Used Car Department, Hyde Park 4070. (W1006)

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube). N.W.3 Ham 6041. (W4019/R)

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—

1955 Prefect de luxe saloon, black with red upholstery, heater, twin wing mirrors, mileage 500 only, virtually as new, one owner, immaculate condition: £549. (C3042)

1954 (November) new Prefect saloon, Canterbury green with beige leather upholstery, heater, mileage 9,500, one owner, excellent condition: £595. (C3043)

1954 new Prefect saloon, Dorchester grey with blue leather upholstery, heater, twin wing mirrors, mileage 8,000, one owner, excellent condition: £595. (C3044)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C3042) at Browns.

1955 Ford Prefect saloon, black, heater, leather interior: £595. (C3045)

W. J. BROWN, Ltd., Ford distributors for 30 years, 330, Finchley Rd., N.W.3. Ham. 2284. (C1025)

RAYMOND WAY, RAYMOND WAY OF KILBURN, RAYMOND WAY, the hire purchase specialists.

1955 Ford Prefect saloon, 7,000 miles only, Dorchester grey cellulose, fitted with a host of extras, really immaculate condition: £595. Hire purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cash under £400 to choose from. (C4047)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

SLOCOMBES, Ltd.

1953 Ford Prefect, well maintained example, well above average condition: £420, unique guarantee, terms, part exchanges, cars or motor cycles. —58-52, Dudden Hill Lane, N.W.10, Willesden. (C4017)

NEWMAN, Ltd.

1955 model Ford Prefect saloon, heater, leather, 12,000 miles: £565. (C3024)

NEWMAN House, 235-245, Hammermith Rd., London, W.6, Riverside 4646 (4 lines). (C3024)

PERRY'S OF HARROW, HAVE an excellent selection of post-war 40hp saloons available. Tel. Harrow 4282/9140 for details. (C4017)

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (C4019/R)

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Prefect saloon, black with red leather, radio and heater, 6,000 miles, £635; another in blue, low mileage. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair. (C4045)

PETER BANTOCK CAR SALES, offer:—

1953 Prefect, Dorchester grey with brown leather, fitted new engine: £595.—104, High Rd., Chiswick 2725/5070. (C1014)

1955 (Nov.) Ford Prefect, works mileage. (C1014)

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. (C4016)

1951 Ford Prefect, very clean car, bargain at £365. (C4016)

VARE MOTORS, 473, Archway Rd., Highgate, N.6, Mountview 9074/3306. (C4074)

1955 (Oct.) Prefect, 195 miles, black with red leather: £630.—Leicester 84840. (7806)

1951 Ford Prefect saloon, black, recent new engine, one owner: £395. (7806)

W. J. BROWN, Ltd., Ford distributors for 30 years, 330, Finchley Rd., N.W.3. Ham. 2284. (C1025/R)

1955 (May) Prefect, Dorchester grey, 2,400 miles, as new: £585.—Ongar 164. (8010)

1953 Ford Prefect saloon, one owner, bodgwork and mechanical in splendid condition: £395. (C4025)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C3008)

1956 Ford Prefect de luxe, Dorchester grey, unused, works mileage only; list plus £25.—Box 9022, (C102)

FORD Prefect 1956 series, full de luxe 2-tone upholstery, list price, for immediate delivery; delivery mileage only. (C102)

GILBERT & QUINN, 149-157, Great Ancoats St., Manchester, Tel. Central 5071. (3082)

545 gns.—Ford new Prefect 1955 model saloon, Westminster blue, Lucas passlight, small mileage; terms: exchanges.—Rowland Smith, 330, Finchley Rd., N.W.3. Ham. 2284. (C1025/R)

325 gns.—Ford Prefect 1951 saloon, leather, one owner, unworn tyres excellent condition; choice of 4 Prefects; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

FORD PREFECT

1952 Ford Prefect, black, one owner, 15,000 miles, N.W.3. Primrose 4441. (C4067)

1955 Prefect, just run-in, heater: £595. terms, exchanges.—Richards & Carr, Ltd., 35, Kington St., S.W.1. Sloane 5424. (C3045)

1955 Ford Prefect, low mileage, heater, radio, as new: £595.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3165. (C3026)

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 2,000 miles, heater: £589; 1954, low mileage, heater: £519; 1947, £269.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

1953 Ford Prefect saloon, colour green, £380.—John Whalley, Ltd., London Rd., Bishop's Cleeve, Southwood Camp, Cove, Hants. (7973)

300 gns.—October, 1949, Prefect de luxe, leather, heater, excellent condition.—Owens, Officers Mess, Southwood Camp, Cove, Hants. (7973)

1954 (Oct.) Ford Prefect saloon, black, leather, 13,000 miles only: £595.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C3077)

1954 Ford Prefect saloon, blue, leather, heater, 15,000 miles: £595.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C3077)

1955 (Oct.) Ford Prefect, black with red, 1,000 miles: £640.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. (C1059)

1951 Ford Prefect, excellent condition, radio, two owners, carefully maintained: £375, o.h.o.—Tel. Ravensbourne 1750, 6, Calmont Rd., Bromley Kent. (7724)

1953 Prefect saloon, leather, one owner, guaranteed: £335; exchanges: terms.—Palmer, 5, Russell Gardens, Kensington, W.14. Park 9700 and 5968. (C3034)

1955 Prefect 4-door a.s., green/cream hide interior, heater, taxed, unmarked, just as new: £640, consider part exchange.—14, Bulkington Ave., Worthing 1839. (C4027)

1953 Ford Prefect, black, red leather, heater, excellent condition: £435.—Magdalen Motors, 311, Trinity Rd., Wandsworth Common, S.W.18. Tel. Battersea 5573 and 7979. (C3023)

£375—Ford Prefect 1953 model saloon, green, radio, heater, spot, leather, muff, spotless, one owner car, terms, exchanges.—Crick Car Sales, Mount Rd., Hinchley, Leic. Tel. Hinchley 1001. (8018)

£565—1954 (Sept.) new Prefect, black, leather, heater, Jaguar covers, screen washers, wing mirrors, twin spots, low mileage: terms.—Crick Car Sales, Mount Rd., Hinchley, Leic. Tel. 1001. (8020)

FORD Prefect, medium blue, leather upholstery, heater, new July: £625.—Mandy, Shenley Rd., Shenley Church End, nr. Bletchley, Bucks, or Tel. Shenley Church End 268. (7686)

1953 Ford Prefect, green, one owner: £405; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C3035)

BARROW-IN-FURNESS—1953 Ford Prefect, black/red and beige interior, equal to new: £395; demonstrated anywhere; terms, exchanges.—New Car Valeting Service, Greengate St., Tel. Barrow 5. (8108)

1955 model Ford Prefect, grey, blue upholstery, low mileage, £589, consider part exchanges.—B. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. (C4084)

1947 Ford Prefect saloon, black/green leather, extra, very clean, any inspection invited, 3 months' guarantee: £275.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1168. (C4034)

Ford Prefect Cars Wanted

DAENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars. —Used Car Department, Hyde Park 4070. (W1006)

FORD Prefect saloon required, 1956, consider Anglia saloon.—31, Alfreton Rd., Winchester. (W1010)

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube). N.W.3 Ham 6041. (W4019/R)

BARROW-IN-FURNESS, New Car Valeting Service, Greengate St., Barrow 5.—We purchase low mileage cars and vans at highest prices. (8108)

Ford Ten Cars Wanted

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N. Tel. 20179/R. (W4018/R)

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Ford 10.—Hampstead (Tube). N.W.3 Ham 6041. (W4018/R)

FORD SQUIRE

DELIVERY mileage vehicle, Ford Squire, fitted sun visor, Underseal, extra wing mirror, fitted heater; list price. (C4025)

GILBERT & QUINN, 149-157, Great Ancoats St., Manchester, Tel. Central 5071. (3082)

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—

1954 Consul saloon, black with red upholstery, radio, heater, mileage 12,500, one owner, excellent condition: £625. (C3042)

1953 (October) Consul, black, leather, heater, Underseal, Windome horns: £595. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (C3042) at Browns.

1954 Ford Consul, black, heater, windome horns, overriders, wing mirrors: £595. (C3042)

W. J. BROWN, Ltd., Ford distributors for 30 years, 330, Finchley Rd., N.W.3. Ham. 2284. (C1025/R)

CAR MART, Ltd.

1954 Ford Consul saloon, heater, black, with red upholstery: £595.—Eaton Rd., London, N.W.1. (C1039)

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. (C1039)

FORD CONSUL

RAYMOND WAY, RAYMOND WAY OF KILBURN, RAYMOND WAY, the hire-purchase specialists.

1952 Ford Consul saloon, coachwork in two-tone superb order, negligible mileage, 4699s. Hire purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cash under £400 to choose from. (C4047)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

METROPOLITAN MOTORS

HILLMAN, Humber, Sunbeam, Commer.

1953 Ford Consul saloon, fitted heater, low mileage, one owner: £535.—Metropolitan Motors, Horn Lane, Acton W.3. Acton 5084. (C3080)

H. BEART & Co., Ltd., offer:—

1954 Ford Consul de luxe saloon, finished in Bristol lawn, carefully used by one fastidious owner: £565.—22, London Rd., and High St., Kingston-on-Thames, Kingston 3348. (C1081)

GOY SALMON AUTOMOBILES, offer:—

1954 Ford Consul, black/red leather, heater, etc., 15,000 miles only from new, faultless condition: £598.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

MAKIN & HARRISON OF CHISWICK

£539—1953 Ford Consul, black with red upholstery, loose covers, one owner, low mileage, a very clean car.—49-50, High Rd., W.4. Chiswick 0558. (C3071)

WOOD & LAMBERT, Ltd., main dealers.

1954 (Sept.) Consul saloon, black with red leather and heater, low mileage: £590. (C3071)

1953 Consul saloon, lawn with red interior and heater, well maintained: £525. (C3071)

49 Stamford Hill, N.16. Ste. 3454. (7747)

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1953 (October) Ford Consul, black, leather and heater, taxed December: £585. (C3071)

1953 Ford Consul, colour lawn, leather upholstery, heater, taxed December: £525. (C3071)

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (6281)

1955 (June) Ford Consul convertible, heater, low mileage, as new. (C4016)

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. (C4016)

1956 Ford Consul saloon, immediate delivery, list price. (C4016)

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

1955 Ford Consul convertible, 7,500 miles, one owner, new condition: £495. (C3052)

GORDON CARRS (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C3023)

ALAN & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 401-2-3, offer:—

1955 Ford Consul convertible, finished green, beige hood, heater, low mileage, immaculate throughout: £745; maximum h.p. terms available. (C3063)

1953 Ford Consul saloon, faux, with heater, red interior upholstery: £550. (C3063)

1954 model Ford Consul saloon, Bristol lawn, heater and leather, splendid condition: £565. (C3063)

1954 (June) Ford Consul saloon, black, red interior upholstery, fitted heater and in excellent condition: £595. (C3063)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C3008)

1953 Consul Dorchester grey, red upholstery, heater, one owner, small mileage: £535.—Hester Garage, Tring 3049. (7051)

1954 Consul, low mileage, radio, heater: £585.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Hen. 8011-2. (C3063)

1953 Consul, black with red leather, fitted heater, in excellent all-round condition: £560.—K.J. Motors, Ltd., Bromley, Rav. 2456. (8065)

1955 Consul, 10,000 miles, heater, immaculate: £655.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

1953 (Sept.) Ford Consul, leather, heater, screen washers, guarantee: £530.—Tom Allery Automobiles, 68, Mill Rd., Wimbledon 3648. (8076)

1955 Ford Consul saloon, 250 miles; exchanges, etc. —Autocars, Ltd., Southgate St., Winstanley, Tel. 4965. (C1010)

1953 Consul saloon, black/red leather, heater, one owner, low mileage, exceptional condition: £535.—Ealing 1977. (8008)

1954 (Feb.) Ford Consul, Canterbury green, one owner, radio, heater, an unusually well-kept example: £575; exchanges, deferred terms. (C2949)

JOHN S. THUSCOTT, Ltd., 175, Westbourne Grove, W.11. Baywater 4074. (C4025)

1955 Ford Consul convertible, finished Dorchester grey, red hood, radio, heater, immaculate condition: £745; maximum h.p. terms available. (C1004)

1954 Ford Consul, black, red leather, low mileage, one owner, as new, guaranteed: £635.—Kings Motors, 1, High St., Hounslow, Tel. 8532. (C2949)

1955 (July) Consul convertible, grey/red, heater, 5,500 miles only, taxed: £750.—Eldest of Bideford (Tel. 744) Devon. (7283)

1953 Ford Consul saloon, lawn, fitted radio, heater and wing mirrors: £565.—University Motors, Ltd., 80, Paddish, W.1. Grosvenor 4141. (8041)

WHY second-hand? New saloons and convertibles from stock.—Sharwood Motors 38 Uxbridge Rd., W.5. Ealing 1475. (5011)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1953 Ford Consul saloon, Dorchester grey, red leather interior, very good condition; £455.—R. B. Currie & Co. Ltd., 105 Westbourne Grove, W.2. Bayswater 0085. (C1085)

1953 (model) Ford Consul saloon, heater, woodwork, immaculate; £445.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. (C9086)

1954 Ford Consul saloon, green with fawn upholstery, one owner, heater, excellent condition; £475.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.3. Frenamite 3333. (C1085)

1954 Consul saloon, heater, one owner, black, low mileage, guaranteed; £545; exchange, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C9054)

JACK ROSE, Ltd., offer 1954 model Ford Consul saloon, Dorchester grey, one owner, Ace Rimbellers, almost unmarked; £575.—Stalford Rd., Wallington, Surrey, Wall. 6677. (C9056)

1953 Ford Consul, black, red leather, heater, many extras, low mileage, one meticulous owner, reasonable; quick sale.—Dale, 35, Leonard Court, Kensington High St., W.8. Western 5766 after 6 p.m. (C9009)

1953 (September) Ford Consul, Dorchester grey, leather, heater, wire mirrors, Underseal, new tyres and battery, one owner, 1,000 mile servicing, excellent condition; £510 for quick sale.—Haversham, 4651. (7815)

625ms.—Ford Consul, May, 1955, saloon, one owner, 6,000 miles, spare unused, terms; exchange; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

PRIDE & CLARKE, Ltd.—1955 Ford Consul saloon, 2,000 miles, heater, one owner, £669; 1955 model, 12,000 miles, heater, £689; 1954, low mileage, leather, radio, heater, £549, 1953, heater, £519.—Stockwell Rd., S.W.3. Brixton 6251. (C9086)

£550.—Ford Consul saloon, 1953, r.h.d., export model, leather, heater, radio, rim-embellishers, music, reversing light, exceptional condition, taxed, guaranteed, identical to 1954 with chromium stripe.—Burrell Garage, Boreas Rd (North Circus), R.11. Boreas Park 2354. (C9079)

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

DAENHAM

MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070 (W1066)

ALMOST new Consul required immediately.—S. Streetnam Hill, S.W.2. Tulse Hill 2676. (W3016)

FORD Consul buyers.—Motocrits (London), Ltd., Great North Rd., East Finchley Station, N.2. Tel. 2501-2. (W3018)

H. A. SAUNDERS require Consuls in part exchange for new models, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621, offers:—

1954 Zephyr 6 saloon, black with red leather upholstery, heater, Ace Rimbellers, mileage 6,500, excellent condition; £635. (C9043)

1953 Zephyr 6 saloon, black with red leather upholstery, heater, heater, twin fog lamps, low mileage, excellent condition; £555. (C9043)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621. (C9043)

BENTALLS, Ltd., offers:—

1953 Ford Zephyr, green with beige upholstery, fitted radio and heater; £555.—Kingston-on-Thames, Kingston 1001. (C1093)

CAR MART, Ltd., offers:—

1954 Ford Zephyr saloon, radio, heater, green, with beige upholstery; £610. (C1089)

CAR MART, Ltd., 18, Oxbridge Rd., Ealing, W.5. Ealing 6600. (C1089)

H. BEART & Co., Ltd., offer:—

1955 Ford Zephyr saloon, beautifully maintained by one careful owner; £650.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3568. (C1081)

PHILIP RICKARDS, Ltd., offer:—

1953 Ford Zephyr saloon, black, radio, heater, covers, 13,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C9051)

WOOD & LAMBERT, Ltd., main dealers.

1954 (Sept.) Zephyr saloon, Canterbury green with beige leather and heater, 13,000 miles only; excellent; £625. (C9051)

1953 (Sept.) Zephyr saloon, black with red leather upholstery, numerous extras including radio, heater, screenwashers, improved main f.e. exterior view, Underseal, etc., outstanding car; £559. (C9051)

1953 Zephyr saloon, Winchester blue with blue leather, heater and radio, well maintained; £515. (C9051)

49 Stamford Hill, N.16. Sta. 3454. (7748)

1955 Ford Zephyr, black all extras; £650. (C9051)

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. (C9038)

1952 (Oct.) Zephyr, low mileage, radio and heater; £445.—Hussey 7651. (C9038)

1953 Zephyr, blue, heater, immaculate; £500.—9, Station Bldgs., W.5. Acorn 2139. (7792)

1953 Ford Zephyr, one owner, £545, 3 months guarantee terms and exchanges. (C9051)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Boreham, Boreham 5221 and 7774. (C4054)

1953 Zephyr, black, red leather interior, heater, 26,000; £540 o.n.o.—Woking 2357. (7519)

FORD ZEPHYR

1954 (Sept.) Ford Zephyr convertible, fawn/red, radio, heater, one owner, 16,000 miles; £685. (C9051)

CHELTENHAM & GLOUCESTER CAR MART, Ltd., 36-40, Winchester St., Cheltenham. Tel. 3061-2. (7695)

1952 (September) Ford Zephyr, radio, heater; £495.—Montrose Motors, Kipping New Rd., Buckhurst 1171. (C9046)

1953 Ford Zephyr saloon, one owner, colour beige; £575.—J. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. (C1077)

1953 Ford Zephyr, 19,000 miles only, radio, heater, leather, screen clean, new tyres just fitted, one owner; £555.—See below. (C1077)

1954 Ford Zephyr, leather, heater, low mileage, one owner; £565; terms and exchanges.—D. F. Wynn, Ltd., 21-23, Portane Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. (C4084)

1953 (Sept.) Ford Zephyr saloon, s.u.e. leather, radio and heater, very low mileage, an immaculate car, 3 months guarantee; £550. (C1061)

C. W. MOTORS, Ltd., Queens Head Garage, East End Rd. N.3. Finchley 6236 (3 lines). (C1061)

£499!!!—1953 Ford Zephyr black saloon, two owners, excellently maintained, bargain price; choice 2. (C9052)

LAMBS OF WOOD GREEN (Established 1897): 100 L guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, (East Finchley Underground) Finchley 6222. (C9052)

WHY second-hand? New saloons and convertibles from stock.—Sharwood Motors, 32, Oxbridge Rd., W.5. Ealing 1475. (C9052)

FORD Zephyr, 1953, good condition, 31,000 miles, heater, radio.—Wright 2186, Wm. Porteous & Co., Glasgow. (7730)

1952 (Oct.) Ford Zephyr, blue, with heater and covers; excellent; offer £550.—Gibson, "Crane" ford, Watton, Norfolk. (8015)

1954 Ford Zephyr with heater, 15,000 miles, showroom condition; £550.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0981). (7885)

1953 (Oct.) Ford Zephyr saloon, one owner, black, heater; £525.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C9077)

CASS'S MOTOR MART.—1955 Ford Zephyr saloon, black, red hide, heater, unblemished, genuine 3,300 miles, £689; written guarantee; S. Warren St., W.1. Eua. 4110. (C1040)

PRIDE & CLARKE, Ltd.—1955 Ford Zephyr saloon, 2,000 miles, extra; £669; 1954, leather, radio, heater, £539; 1953, heater, £509.—Stockwell Rd., S.W.3. Brixton 251. (C9068)

1953 Zephyr saloon, Winchester blue, blue leather, heater, screen washers, one owner, excellent condition.—T. B. Green, Ltd., High Rd., Whitestone, Hill 7741. (7895)

1955 Ford convertible Zephyr, reg. 24.11.54, 7,000 miles, whitewall tyres, heater, body cream, power boots, new condition, any car taken in part exchange; £795. (C9052)

MEAKERS MOTORS, Ltd., North St., Bridgewater, Somerset. Tel. 2681 and 3643. (7762)

G & M ALFRED'S (1967), Ltd.—1953 Ford Zephyr, radio, heater, leather, loose covers, small mileage; £555.—47, Warren St., W.1. Euston 3268. (C1005)

1953 Zephyr saloon, one owner, radio, heater, leather, many extras, Ford maintained, guaranteed; £550.—G. W. Wilkin, Ltd., 1, Watson Park, Kingston, Kin. 8104. (C4053)

1954 Ford Zephyr saloon, in black with red upholstery, loose covers, heater, first-class condition throughout; £665.—Sells Service Garages, 149, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

1955 (June) Zephyr convertible, power operated hood, Canterbury green, fawn hide, underseal, heater, 19,500 miles, 4.66 tonne lamps, 10,000 miles, cost well over £1,000, indistinguishable from new; £875.—Robbins, East Putney, Tel. 7881. (C3010)

1953 Zephyr saloon, full Raymond Mays conversions, every worth while extra, overdrive, 17,000 miles, one owner; £675; terms; exchange; Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. S. Lane 5424. (C9045)

725ms.—Ford Zephyr 1954 convertible, Winchester blue, blue leather, power-operated hood, H.M.V. radio, heater, nylon covers, one owner, 7,000 miles, exceptional; terms; exchange;—Rowland Smith, below. (C9045)

645ms.—Ford Zephyr 1955 saloon, one owner, 4,500 miles, practically new; terms; exchange;—Rowland Smith, below. (C9045)

475ms.—Ford Zephyr 1952 saloon, leather, heater, radio, one owner, excellent condition; choice of 5 Zephyrs, terms; exchange; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

1955 (July) Ford Zephyr, Canterbury green, 6,000 miles only, new condition, supplied and serviced by us for overseas visitor, now returned, £695; also 1952 Ford Zephyr, black, red upholstery, heater, one owner, and an unusually good example, £695; exchanges, deferred terms. (C9045)

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

FORD Zephyr convertible, first registered March, 1954, finished in Dorchester grey with red hood, upholstered in red leather, heater, heater and overdrive, operated hood, one private owner, the whole car in beautiful condition throughout; £695.—Archers (Shirley), Ltd., Stratford Rd., Shirley, Birmingham. Tel. 4405-9. (7703)

1953 (June) Ford Zephyr saloon, green, fawn leather; this one-owner enthusiast's car, beautifully maintained over a moderate mileage is fitted with extra radio, heater, loose covers, screen washers, special exhaust, wing mirrors, blinkers, fog lamp, exterior sun visor, clock, town and country tyres, etc. This is a bargain not to be missed at £515.—R. S. Mend (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C9011)

Ford Zephyr Cars Wanted

DAENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070 (W1066)

ALMOST new Zephyr Cars Wanted require immediately.—54, Streetnam Hill, S.W.2. Tulse Hill 2676. (W3018)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621, offers:—

1954 Zephyr/Zodiac saloon, Dorchester grey and Bristol fawn colour combination, all the usual Zodiac accessories and refinements, mileage 15,500, one owner, excellent condition; £725. (C9043)

1954 Zodiac saloon, black/Dorchester grey, colour combination with grey/fawn upholstery, all Zodiac accessories, plus a radio, mileage 10,500, one owner, excellent condition; £735. (C9043)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621. (C9043)

1954 Ford Zodiac, black, 16,000 miles; £665. (C9043)

W. J. BROWN, Ltd., Ford distributors for 30 years, 259, Finchley Rd., N.W.3. Ham. 2294. (C1085)

CARRS AUTOS offer:—

1954 Ford Zephyr Zodiac, green grey, host of extras, one owner, in superb condition; £760.—Standard House, Southend, Croydon, Surrey, Croydon 0266/6088. (C1108)

BOON & PORTER, Ltd., offers:—

1955 Zephyr-Zodiac, green and fawn, 10,000 miles, absolutely unmarked, good reason for disposal; £745. (C9043)

CASSELL, S.W.13 (Hammersmith Bridge), Riv. 4444. (C1022)

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Zodiac saloon, black with beige upholstery, 8,000 miles; £775. (C9043)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 5761. (C9043)

1954 one owner, 2 greens, radio, heater, immaculate; £630, o.n.o.—Ken. 4020. (8047)

1955 Ford Zodiac, black, under 6,000 miles only, a superb example; £775; exchanges, deferred terms. (C9043)

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

1955 Ford Zodiac, fawn/grey, one owner, perfect condition, 10,000 miles.—Buxton, 23, Canal St., Nottingham. (C1089)

WHY second-hand? New saloons from stock.—Sharwood Motors, 32, Oxbridge Rd., W.5. Ealing 1475. (C9052)

1955 (August) Zodiac, 2,000 miles, underseal, as new; £775.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

1954 (June) Zodiac, duo grey, immaculate throughout, radio, guaranteed; £675.—Campbell Symonds, Wembley 6862. (C1089)

1955 (Sept.) Ford Zodiac saloon, green with 2-tone upholstery, 1,200 miles only, heater, wing mirrors, screen washers, whitewall tyres, absolutely new; £625. (C9043)

1954 (Feb.) Ford Zodiac saloon, light grey/blue with 2-tone upholstery; £665.—Mooreville Motors, Ltd., Cardiff 24694. (7974)

1954 (April), superb condition, Raymond Mays conversion, triple carburetors (very powerful), 2-tone grey, Simulized every second month, radio and heater, run on new heat-preventing oil, near London; £775, no offers.—Tel. West Gallery 9191. (8089)

!!! Super bargain!!! 1955 Zodiac, private owner, authenticated mileage 9,500, sold and serviced by us, fully maintained, unblemished, guaranteed; £600ms; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. (8059)

1955 Series Zodiac sal., in 2-ton grey, with hide interior to match, heater, Whitehall, tyres, Ace Rimbellers, twin mirrors, twin spotlamps, etc., unsold, absolutely as new; £765; consider part exchange.—14, Bulkington Ave., Woking 1639. (C4027)

FORD (V.8)

H. BEART & Co., Ltd., offer:—

1951 Ford Pilot de luxe saloon, heater and radio, low mileage and in excellent condition throughout; £575.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3549. (C1081)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1950 Ford Pilot, r. and h.; £295. (C9043)

355 High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1948 Ford Pilot, heater, radio, must be seen to be believed; £675.—See below. (C9043)

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7773-8676. (C4016)

1954 Ford Pilot, radio, heater, new engine, superb condition; £510. (C9043)

SCOTT CARS, 341-347, Finchley Rd., London, N.W.3. Tel. Hampstead 7773-8676. (C4016/1)

1948 Ford Mercury shooting brake, very good condition; £200 o.n.o.—Walker, 16, Manor Rd., Oldham. Tel. Main 7081. (7767)

1951 one owner, impeccable condition, blue, 30,000 miles, tubless tyres, heater; £345.—Kensington 4020. (8046)

£165!!! 1937-8 Ford V.8 convertible, fitted many extras, including tele control shock absorbers, heater, spotlamp, etc. (C9043)

LAMBS OF WOOD GREEN (Established 1897): 100 L guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, (East Finchley Underground) Finchley 6222. (C9052)

265ms.—Ford V.8 Pilot, September, 1949, saloon, leather, heater, good condition; choice of 3 other cars; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.3)

PILOT 1951 blue saloon, excellent throughout, very carefully maintained, 32,000 miles, £340 or offer. Tel. Nottingham 231963. [7794]

1950 (Dec.) Ford Pilot, radio, heater, one owner; £265.—South Kensington Motors, 2, Reece Mews, Kensington 100A. [7950]

1951 Pilot, radio, heater, immaculate, choice 2, £379.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Hen. 5011-2. [C3063]

1950 (October) Pilot saloon, black/beige leather, fitted radio, heater and electric clock, excellent condition; £335.—Robbins, East Putney. Tel. 7981. [C5010]

FORD V.3 Cars Wanted
Ford Pilot urgently wanted.—Jack Posner (Automobiles), 395, Hendon Way, N.W.4. Tel. 5011-2. [W3065]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Pilot.—Hamptstead (Tube), N.W.1 Ham 6041. [W4015 R]

FORD CUSTOMS

1954 Ford Customline, 10,000 miles, radio, heater; this car is as brand new.
SCOTT CARS, 541-53, Finchley Rd., London, N.W.3 Tel. Hamptstead 7779/56/76. [C4016]

SIMPSON'S MOTORS (WEMBLEY), Ltd. American car specialists, full list see "American Cars." [C4015]

1951 Ford Customs, bronze and stainless steel, radio, heater, loose covers, immaculate condition throughout; £595.
CROSS AUTO, 10 & 11, Ascot Parade, S.W.4 A. Tel. Macaulay 2211-2. [C1009]

1953 Ford Customline de luxe, every possible extra, including radio, heater, whitewall tyres, low mileage, one owner. £695; terms and exchange.—L. F. Wyatt, Ltd., 51-53, Fortune Green Rd., West Hamptstead, London, N.W.6. Hamptstead 8396. [C4004]

FORD MERCURY

MAGNIFICENT 1954 Ford Mercury, everything power operated, Fordomatic drive.—Alex Cowley (Automobiles) Ltd., the American Car Specialists, 15, Warren St., London, W.1. Loughan 2565 or 1143. [C1111]

CANADIAN FORD

CHARLES FOLLETT, Ltd., offer:—

1955 Country Sedan 8-seater estate car, fitted radio and heater, colour metallic green, this very practical and superb car has covered 750 miles only and is as new; offered at pre-Budget list price, £2,212; h.p. and part exchange facilities. [C4015]

SHOWROOMS: 19, Berkeley St., W.1, Mayfair 6266.
SERVICE.—Works & Stores—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C2010]

AMERICAN FORD

WOOD & LAMBERT.—Main Dealers.

NEW CANADIAN Ford Customline saloon, opalescent green, suntan interior, radio and heater, at the pre-Budget price of £1,551 (including Purchase Tax), immediate delivery.
49 Stamford Hill, N.16. (Sta. 5434.) [7746]

1951 Ford Meteor, radio, heater, perfect.
SCOTT CARS, 541/347, Finchley Rd., London, N.W.3 Tel. Hamptstead 7779/56/76. [C4016]

1949 Ford Tudor 1951, American, excellent condition; £275.—South Godstone 2128. [7676]

SIMPSON'S MOTORS (WEMBLEY), Ltd. American car specialists; full list see "American Cars." [C4015]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Co., Ltd., 41, West Rd., Brentford, Tel. 8496 4506-9. [0749 R]

American Ford Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. the American Ford buyers. Wembley 6691/3903. [W4015 R]

FORD MISCELLANEOUS

SLOCUMBS, Ltd.

1947 Ford Anglia, black, nice order; £265.

1949 (November) Ford Prefect, black, excellent order; £345, terms, part exchange cars or motor cycles.—58-52, Dudden Hill Lane, N.W.10 Willenden 4069. [C4017]

CHARLES FOLLETT, Ltd., official Ford agents, offer:—
1954 Ford Zodiac sal., grey and green, one owner, 6,695; 3 months' guarantee.

1954 model Ford Zephyr, dark green, leather, heater, radio, one owner, loose covers fitted since new; £595; 3 months' guarantee; h.p. facilities and part exchange.

SHOWROOMS: 19, Berkeley St., W.1, Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Egin Ave., W.9. Cunningham 5936. [C5010]

PRIVATELY OWNED Ford Prefect or Austin.—2/143, Streatham High Rd., Tulse Hill 2769. [W3087]

H. F. EDWARDS are keen to buy good Ford cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-6, King St., W.6. Riv. 3665. [00229]

WE have one of the biggest stocks of Enfo spares in the country from model A. V.3, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned B.B. engines etc.—W. J. Repolds (Motors) Ltd. Main Ford and Fordson Distributors. Ford House New Rd. Dagenham Rainham 770 (4 lines) South Woodford, London, E.8. East Ham, E.8. Grange Road 1136. [0706 R]

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth S.W.18

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines).

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2253), main Ford dealers, service and all spares. [10314 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hamptstead (Tube), N.W.1 Ham 6041. [W4015 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hamptstead (Tube), N.W.1 Ham 6041. [W4015 R]

HEALEY

SLOCUMBS, Ltd.

1949 Healey Silverstone, red, interior reupholstered and retrimmed, fine example of these potent cars; £695, unique guarantee, terms, part exchange, cars or motor cycles.—58-52, Dudden Hill Lane, N.W.10 Willenden 4069. [C4017]

BROOKLANDS.—individually.

1953 Healey 2.4-litre Tickford saloon

1953 Healey 2.4-litre drop head coupe.

BUY or sell with confidence; guarantee.

103 New Bond St., London, W.1. Mayfair 8551. [C1025]

CHIPSTEAD MOTORS, Ltd., offer:—

SILVERSTONE 1951 (March) 2 type, green, specimen, £625.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fulham 0052/253 7154. [C1046]

1951 Healey Tickford saloon, maroon, 34,000 miles; £695.—Joe Thompson (Motors), Ltd., 91-93, Fulham Rd., South Kensington, S.W.3. Kensington 4450. [C4026]

1951 (April) 16hp Healey Tickford sports saloon, colour elephant grey/tan leather upholstery, fitted custom covers, heater, etc., good tyres all round, one owner, reasonable mileage; £595.
J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, J. S. Tel. D.angate 4795-8. [7696]

Healey Cars Wanted
RICHARDS & CARR, Ltd., buy Healeys.—35, Kington St., S.W.1. Elmore 5484. [W5045]

J. H. BARTLETT will pay more for good Healeys, all models.—27, Pembridge Villas, W.11. [W1015]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hamptstead (Tube), N.W.1 Ham 6041. [W4015 R]

H. F. EDWARDS are keen to buy good Healey cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. [W2003]

HILLMAN 10

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621, offers:—

1955 Hillman Minx Mark VII de luxe, black with red upholstery, heater, wing mirrors, low mileage, immaculate condition; £675.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. [C3042]

BENTALLS, Ltd.

1952 Hillman Minx, fitted heater; £485.—Kingston-on-Thames, Kingston 1001. [C1035]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire Purchase specialists.

1954 (September) Hillman Minx Mark VII saloon, one previous owner only, 15,000 miles, absolutely as new; 529gns.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

BOON & PORTER, Ltd.

1955 series Hillman Minx, 15,000 miles, heater, really exceptional; £595.

CASTELNAU, S.W.13 (Hammermill Bridge). Riv. 4444. [C1022]

METROPOLITAN MOTORS.

HILLMAN Hummer, Sunbeam, Commer.

1955 Hillman Minx de luxe, fitted all extras, spare unused, low mileage, blue, perfect; £660.

1954 Hillman Minx de luxe, fitted all extras, taxed, choice of two from £607.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3060]

H. A. SAUNDERS, Ltd., offer:—

1953 Hillman Minx saloon, black, red upholstery; £535.

1954 Hillman Minx saloon, black, red upholstery; £595.

H. A. SAUNDERS, Ltd., 636-642, High Rd., North Finchley, N.12. Hillside 5272 (5 lines). [C3027]

HARVEY HUDSON, Ltd., offer:—

1956 model Hillman Minx de luxe saloon, grey, April yellow, fitted Radiomobile, heater, Ace Rimbellashers, twin wing mirrors, chassis has been overhauled, 500 miles only, unused; £755.

HUDSON Rd., South Woodford, London, E.18. Wandstead 0056. [C2059]

HILLMAN 10

HUTTON CROSS GARAGE offer:—

1954 Hillman convertible, black, red upholstery, whitewall tyres, 15,000 miles only, indistinguishable from new; £595.—Great South West Rd., Feltham 2176. [C2092]

ZENITH MOTOR Co., Ltd., offer:—

12 months old Hillman Minx saloon, one owner, total mileage 4,000, spare wheel unused, extra include heater, radio, loose covers, Uniseal, etc., as would be expected the condition of this car is immaculate. [7735]

591 Commercial Rd., London, E.1. Sta. 4285 (12 lines).

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Mark VIII Californian hard-top, cream and black, with red upholstery, radio and heater, 5,000 miles; £695.

1954 Hillman Minx Mark VII saloon; all standard colours, low mileage, from £595.

1955 Hillman Minx Mark VIII saloon, all standard colours, low mileage, from £645.

1955 Hillman Minx Mark VIII convertible, coupe, black with red upholstery, 12,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9161. [C4045]

BRADSTOCK MOTORS, Ltd., offer:—

1953 (October) Hillman Minx saloon, black, fitted heater, undersealed, genuine 7,000 miles, one owner, as new; £543.—Chase Rd., Epsom 5096-7. [C1080]

MAKIN & HARRISON OF CHISWICK.

£539.—1953 Hillman Minx, green, with beige leather, in new condition.—492-8, High Rd., W.1. Church 0556. [C3071]

HENDON CENTRAL GARAGE Ltd., offer:—

1954 Hillman Minx saloon, fitted heater, taxed till end of year, low mileage and absolutely unmarked; £525.

1952 Hillman Minx saloon; £455.

1949 Hillman Minx saloon; £565.—Watford Way, Hendon Central, N.W.4. Tel. Hanson 8094-5. [C2054]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1954 Hillman Minx radio, heater, many other extras, £600.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1006]

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1955 Hillman Minx Mark VIII saloon, in spare one owner, 5,000 miles only; £695.

1954 Hillman Minx Mark VII saloon, choice of several from £535.

1952 series Hillman Minx Mark V saloon, black with red interior, very good condition; £465.

1951 series Hillman Minx coupe, one owner, 19,000 miles only; £475.

PHOENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C1044]

1953 Hillman saloon, caret, low mileage; £545.

1947 Hillman saloon, black; £275.

1938 Hillman saloon, black; £125.

DAVENPORT VERNON & Co. Ltd., High Wycombe, Tel. 2400. [7706]

1953 Hillman Minx Mark V, black/red, one owner; £475; exchanges.

1954 Hillman Minx Mark VII, maroon/beige, trf. £595; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2552. [C4015]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

Hillman Minx; £445.—335, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

HILLMAN Minx, Oct. 1951, grey, one owner; £440.—Reigate 5613. [00225]

1947 H. Minx saloon, grey, excellent condition, 2255 o.n.o.—Uxbridge 9740. [1959]

DELIVERY mileage vehicle, Hillman Californian, fitted heater, pre-Budget price.

GILBERT & QUINN, 149-157, Great Ancoats St., Manchester, Tel. Central 3071. [J8081]

1954 Hillman Minx saloon, low mileage; choice of 2, £550 and £555.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

£375.—Hillman 10 1948 saloon, steering column change, excellent condition, many other cars.

BIRMINGHAM, 1, Clarendon Rd., Holland Park, London, W.11. Park 5056-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017]

1955 Hillman Minx convertible, lawn, 2,721 miles; £725.—Salmons Garages, Ltd. Temple Bar 3518. [C4029]

1950 Hillman Minx lawn/red, one owner, excellent condition; £425.—Salmons Garages, Ltd. Temple Bar 3518. [C4029]

1953 Hillman Minx saloon, green, excellent condition; £465.—Male Motors, Ltd., Tel. 7771 (4 lines). [C4077]

AZ MOTORS offer 1952 convertible, absolute bargain, £425!!!—Palmerston Rd., N.W.6. Tel. Mai. 4723. [C1011]

1953 registered Hillman Minx convertible, maroon; £415.—Montrose Motors, Kipping New Rd., Buckhurst 1171. [C3096]

1955 Hillman Californian saloon; £710; exchanges, etc.—Aylsworth, Ltd., Southgate St., Winchester, Tel. 4965. [C1010/1]

£325.—Hillman 10 1946 4-dr. saloon, super mechanical condition, exceptional body and interior; many others.

BIRMINGHAM, 1, Clarendon Rd., Holland Park, London, W.11. Park 5056-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017/1]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10
1956 series Hillman Minx saloon, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4955. (C1040)

1955 (series) 18/15/54 Hillman Minx saloon, black/red, 18,000 miles, one owner, taxed year, whole car immaculate; £600. A LITWOOD GARAGE, Alwood Rd., Maidenhead. Tel. A Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. (C1107/1)

JACK ROSE, Ltd., offer 1955 Hillman Minx Anniversary saloon, one owner, £475—Stafford Rd., Wallington, Surrey. Wall. 6677. (C1036)

1955 55 Hillman special saloon, works mileage; £277.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5105. (C1096/2)

1954 Hillman Minx Mk. VII saloon, perfectly maintained by one owner, equipped with loose covers, heater and radio; £585. (C2008)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (C2008)

1955 Hillman Minx Phase VIII saloon, ohv, heater, 4,000 miles only, as new throughout; £635.—Smith's Garage, Dunmow, Tel. 170. (7591)

1955 Minx Californian, only used 30 weeks, as new, 7,000 miles, heater, 10099, outstanding abroad.—65, Betenson Ave., Sevenoaks 2547. (7596)

1953 (October) Mark VI Minx, 14,000 miles, heater, one owner, as new; £515.—Maurice Leo, 15, Organists Rd., Boscobfield, Tel. 556. (7976)

£495 11—1953 Hillman Minx de luxe saloon, beautiful bodywork, chassis 10099, outstanding motor car, choice 2. (C2052)

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase, 421-425, Main Rd., Finchley (East Finchley Underground), Finchley 6222. (C2052)

1955 55 Hillman Minx de luxe saloon, works mileage; age, £720.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5105. (C2009/1)

£310 10—1947 model Hillman 10, very smart and sound, loose covers.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)

1955 55 Hillman Californian hard top, works mileage; £795.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5105. (C3096)

1953 (October) Minx saloon, finished black, red interior, heater, 15,000 miles, excellent condition; £515.—Robbins, Kass Putney, Tel. 781. (C5010)

£429 1950 Hillman Minx de luxe, heater, ohv, immaculate.—P. (Braham), Ltd., 26, Braham Hill, S.W.12. (100 yds Clapham South Tube). Matt. 1107-8-9. (C2054)

1952 model Hillman Minx Phase V saloon, black, red interior, fitted heater, traces retained, spacious and economical car, £475.—Millwood Motors, Mill Hill 4232. (7714)

1953 Hillman Minx, one owner, low mileage; £535, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Kent. Tel. 2960. (C2055)

635 gns.—Hillman Minx, June, 1955, Phase VIII de luxe saloon, Severn blue, ohv, one careful owner, 4,000 miles spare unused; terms, exchanges.—Rowland Smith, below.

575 gns.—Hillman Minx 1953 Phase VI estate car, grey, fold-down rear seating, radio, heater, dual light, screen washers, one careful owner, unmarked; terms, exchanges.—Rowland Smith, below.

525 gns.—Hillman Minx 1954 Phase VII saloon, one heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

475 gns.—Hillman Minx 1952 Phase V convertible, P.V.C. roof, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Hillman Minx late 1941 de luxe saloon, sliding head, leather, excellent condition; choice 7 Hillman's terms, exchanges; let, open 8-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4015)

1953 Hillman Minx Mark VI saloon, black, red interior, exceptional condition throughout; £495.—Northways Garage, Seis Cottage, N.W.3. Primrose 1127. (C1056)

1954 Hillman Minx saloon, genuine low mileage, one owner, extremely well maintained; £605.—Coles Garage, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195. (C1054)

1948 (October) Hillman Minx drop head coupe, black, outstanding original condition; £345.—B. & H. Motors, 1940-8, High Rd., Westcote (Finchley), London, N.20. Tel. 6671-2. (C1020)

DROP head coupe Hillman Minx, December, 1952, £5120 miles, nicely kept throughout, well maintained; £515, terms, exchanges or deferred. (8092) Baker & Co., Ltd., Dorking 3622.

1954 Hillman Minx saloon (May) ex-distributor; car, heater, apertures, any trial; £310; exchanges, h.p.—11, Perrywood, Prestwick, Manchester. Prestwick 2057. (C2082)

HILLMAN Californian, mileage under 2,000, October 1955, radio, heater, many extras, as new; £795.—M. Tucker-Parkin, High St., Sandhurst, Camberley. Surrey. Yateley 267. (7790)

1955 (October) Hillman Minx saloon, pearl, grey/summer blue with red interior, heater, overriders, rim finishers, as new; £700.—Bey Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 353. (C1033)

1954 Hillman Minx saloon, black, red leather interior, fitted heater and other extras, in superb condition throughout; £575.—B. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0065. (C1065)

1952 (May) Hillman Minx drop head coupe, green, beige, immaculate; £445.—Bey Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 353. (C1033)

1947 Hillman Minx saloon, good; £265, trade enquiries welcomed; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Ruston 9700 and 8894. (C3059)

HILLMAN 10
£380 11—1949 Hillman Minx saloon, de luxe, one owner only in first class condition; terms and exchanges.—D. P. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 9888. (C4084)

HILLMAN HUSKY
WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Husky Double Duty, blue, with red upholstery, heater, 1,000 miles; £585; another in green, low mileage. (C1079)

WARWICK WRIGHT, Ltd., 150, New Bond St. W.1 Mayfair 9761. (C4045)

1954 (Dec.) Hillman Husky, heater, green/grey, one owner, 14,000 miles. (C1010)

DONHAM & HAINES, 46, Castle St., Luton 2100-1. (C1079)

1956 Husky, unused; flat price plus delivery and plates, taxed.—Enterprise 7739. (6725)

1955 Hillman Husky estate car; £575; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester, Tel. 4955. (C1040)

1956 series (28.10.55) Husky, two-tone green and cream, sliding quarter lights, 800 miles, for light; £630.—Station Hotel, Hither Green, S.E.15. Lee 0741. (7624)

1954 (November) Husky, 7,200 miles, grey, heater, first-class order throughout; £565; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

Hillman Cars Wanted
R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Hillman—Hampstead (Tube) N.W.3 Ham. 6041. (W4018/R)

R. ROOTES, Ltd. DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars

BIRMINGHAM—Lower Temple St. (Central 8411)

MANCHESTER—123, Deansgate. (Blackfriars 6677)

MAIDSTONE—(Maidstone 3333)

CANTERBURY—(Canterbury 3332)

WROTHAM HEATH—(Borough Green 4)

ROCHESTER—(Chatham 2231)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1 Tel. Grosvenor 5401. (C1018/R)

ELMA, 2168, Grove Rd., Southsea, Portsmouth 10400/R

ALMOG now Hillman required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

Hillman Spares and Service
NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. (10227)

DEMANTLING for spares nearly all models 1932-1940.—Wards Motor Stores, Walsley, Tel. 4151. (7757)

HILLMAN repair specialists (35 years), well-equipped works and servicing facilities, with wide range of spares.

LONDON & COUNTIES MOTOR MART, Ltd., 79/91, New King's Rd., Fulham, S.W.6. Renown 1183. (0676/R)

H.R.G. Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for H.R.G.—Hampstead (Tube) N.W.5 Ham. 6041. (W4018/R)

H.R.G. Spares and Service
CHARLES POLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1 Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0594/R)

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4483. (10370)

HUDSON
£145 1939 Hudson 16.9 saloon, steering column gear change, good condition; terms.—Auto-snipe, 5, Balham High Rd., Balham 1509. (C1009)

1955 (Sept.) Hudson Rambler cross-country station wagon, 1,300 miles, fitted heater and radio and many extras; £1,875.—Tel. Worthing 1603 or 734 after 7 p.m. (7631)

Hudson Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8891 and 3603. (W4015/R)

Hudson Spares and Service
MANCHESTER—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Run 294 S. (0861/R)

HUDSON MOTORS, Ltd., Great West Rd., London. H.W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (0065/R)

HUMBER
WM 1947 Humber Pullman Sedan de Ville by H. J. Mulliner, electric division, heater, radio, 2 luxurious sideways, occasional spare, mileage only 25,000, one titled owner; £695.—Weibuck Motors, Ltd., 107, Cranford St., London, W.1 (near Baker St. tube), Weibuck 1159. (C4045)

DICKS.
1950 Humber Super Snipe saloon, fitted radio, heater, sun roof, etc.; £325.—Kilburn, Malia Vale 6888-9. (C1072)

BENTALLS, Ltd.

1950 Humber Hawk, black with brown upholstery, fitted radio and heater; £465.—Kington-on-Thames. Kington 1001. (C1093)

COACHCRAFT offer:—

LIMOUSINE: £465 o.n.p. 1948 Thrupp & Maberly semi-racer edged 8-seater, division, low mileage, face forward occasional, completely unaltered, bodywork original and practically without blemish, nearly new tyres all round, first class mechanical order, never used on hire work, excellent history, very superior condition throughout, meticulously maintained and not to be confused with average limousines on offer. A.A. or R.A.C. inspection invited. 3 months mechanical guarantee; terms to suit and exchanges, below:—

£395 1952 Super Snipe saloon de luxe, chauffeur maintained, without blemish and in beautiful condition throughout, cannot be faulted mechanically. Another at £425, A.A. or R.A.C. inspection invited. 3 months mechanical guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Epsom, Surrey. Tel. 6539. (C1053)

A J GARAGE, Ltd., offer:—

1954 Super Snipe, dark green, one owner, 11,000 miles, radio, heater, covers, immaculate; £795.—14, B. Childs Place, Earls Court Rd., S.W.5. (1619)

TOM GARNER, Ltd., offer:—

1951 Humber Pullman Mark 3 7-pass. limousine, black, heater; £135.

1955 Humber Hawk Mark 6 saloon, black, 4,000 miles; £550.

1954 Humber Super Snipe Mark 4 saloon, green, heater, radio, 18,000 miles; £875.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

H. BART & Co., Ltd., offer:—

1948 Humber Hawk saloon, metallic grey, exceptionally clean and very carefully maintained; £385.—102, London Rd. and High St., Kingston-on-Thames. Kingston 5049. (C1961)

GLANFIELD LAWRENCE offer:—

1953 Hawk, many extras, including radio, heater, spot lamps, etc., fully guaranteed; choice of 2 from £655.—407, High Rd., N.12. Finchley 0061. (C2053)

H. A. SAUNDERS, Ltd., offer:—

1953 Humber Hawk saloon, black, red upholstery, heater, recorded mileage 20,890; £645.

H. A. SAUNDERS, Ltd., 536-542, High Rd., Finchley, N.12. Hillaide 5272 (8 lines). (C2027)

WARWICK WRIGHT, Ltd., offer:—

1954 55 Humber Hawk Mark V and VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileage; from £665.

1955 Humber Super Snipe Mark IV saloon, black with red upholstery, 3,000 miles; £1,195.

1955 Humber Super Snipe Mark IV saloon, dark blue, with light lawn upholstery, 7,000 miles, £1,175; another in seal grey, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

GUY SALMON AUTOMOBILES offer:—

1953 Humber Hawk saloon, black/red upholstery, heater, excellent condition; £660.—Portsmouth Rd., Thames Ditton. Emsworth 5551-2-3. (C4001)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

LATE 1950 Humber Hawk, heater; £425.

MARLBOROUGH WORK, Kenton, Tel. Wordsworth 7635 (5 lines). (C1008)

HENDON CENTRAL GARAGE, Ltd., offer:—

1954 Mark VI Humber Hawk saloon, low mileage, complete with overdrive, radio, heater, seat covers, rim finishers, whitewall tyres, taxed, absolutely unmarked throughout; £675.

1954 Mark V Humber Hawk saloon, complete with heater and taxed in exceedingly nice condition throughout; £665.

1951 Humber Hawk saloon, fitted heater, taxed year, very good order throughout; £515.

1950 Humber Hawk saloon, fitted heater, taxed year, wing mirrors, overriders, this car is in first-rate condition throughout and must be seen to be appreciated; £475.

1950 Humber Super Snipe saloon, fitted heater, excellent condition; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. (C2034)

WHITEHALL MOTORS OF COVENTRY offer:—

1953 Humber Super Snipe, one owner, crested green, beige leather, radio, heater, many extras, attractive price; generous part exchange.

WHITEHALL MOTORS OF COVENTRY, Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3595-6. (C4068)

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—

1953 (January) Humber Hawk saloon, grey with red interior, fitted Rootes heater, one owner, exceptional condition; £650.

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. (C3044)

HUMBER Pullman limousine (1951), black; £1,150.

HUMBER Pullman limousine (1952), black; £1,275.

HUMBER Snipe (1950), black, beige leather; £450.

HUMBER Snipe, Ltd., 40, Berkeley St., W.1. Mayfair 4404. (C4062)

1951 Humber Super Snipe, fitted radio, two owners only; £385.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2226. (C1070)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1954 Humber Hawk saloon, grey, many extras, tax, £550. (C1034)

1951 Humber Hawk, black, excellent condition. £450. (C1034)

PARSONS & PARSONS (GARAGES), Ltd., Potter St. Harlow, Essex. Tel. 0274 3311.

1947 Humber Pullman limousine, 7-seater, any trial; only £475. (C1034)

1950 Humber Pullman limousine, immaculate, any trial; only £525; guaranteed. (C1034)

cars; terms.—Westhill Motors, Ltd., Oldham, Main 4354. (C1034)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Humber Hawk, 7, h.b.; £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1600 miles only, 1955 Humber Super Snipe saloon, radio, heater, £1,145. (C1034)

BRITISH & COLONIAL MOTORS, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3538. (C1027)

HARRIS, HARRIS, HARRIS. The new 27 h.p. o.h.v. chassis; brochures available. (C1034)

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, New Gardens, Richmond 1161. (C1034)

1954 (April) Humber Hawk, grey/red leather, heater, 20,000 miles, one owner, taxed; £690. (C1034)

LITWOOD GARAGE, Litwood Rd., Maidenhead, Tel. 0613 5511; evenings and week-ends. (C1034)

1954 Humber Hawk saloon, heater, grey; £675.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C1034)

A & S Guaranteed Limousines. Large display of selected seven passenger cars. (C1034)

LIMOUSINES, Pullman, 1949, partition, forward occasional, black leather, £655. (C1034)

LIMOUSINES, 1949, Mark III Pullman, heater, radio, choice of several from £650. (C1034)

LIMOUSINES, 1950, Mark II Pullman, leather or cloth, low mileage, from £375. (C1034)

LIMOUSINES, 1951, Mark III Pullman, leather or cloth, radio, heater, from £1,125. (C1034)

LIMOUSINES, 1953 Series, Mark III, leather throughout, one private owner, low mileage. £1,355. (C1034)

LIMOUSINES, 1954 Series, Mark IV, O.H.V., black, leather throughout, one owner, heaters, £1,685. (C1034)

LIMOUSINES, Imperials, 1950-51-52-53, leather throughout, radio, heater, from £1,025. (C1034)

A LPE & SAUNDERS, Providence Court, North Audley Street, Mayfair 2941. (C1006)

1952 (August) Humber Hawk saloon, broths, 24,000, one owner; £438.—Tottenham 0353. (C1034)

1951 Humber Hawk saloon, colour black, one owner, leather upholstery, heater, splendid condition; £475.—Bosall's Garage, Ltd., Stafford. Tel. 397. (C1034)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2294. Open week-days 8 a.m. to 6 p.m. (C1034)

1955 (June) Super Snipe, 1,000 miles, black/red leather; £1,195.—Wright's Motors, Rickmansworth 2214. (C1034)

1953 Hawk, black, heater, wireless, one owner, excellent condition; £550.—Bosall's Garage, Ltd., Stafford. Tel. 397. (C1034)

DECEMBER, 1952, Humber Hawk Series V, green, one owner, 14,000 miles, excellent condition; £550.—Salmon Garages, Temple Bar 3538. (C10469)

1953 Super Snipe, black, heater, 16,000 miles, as new through ut; £325.—Bosall's Garage, Ltd., Stafford. Tel. 397. (C1034)

1954 (September) Hawk, ohv, overdrive, 14,000 miles, gun grey, recent, decoke; £795.—Wright's Motors, Rickmansworth 2214. (C1034)

1950 Humber Hawk saloon, blue, very well maintained; £395.—Wood & Lambert, Ltd., 49, Stamford Hill, N.16. (Ria. 3434). (C1034)

HUMBER HAWK 1952 saloon, black, 23,000 miles, heater, etc. First-class throughout; £550; terms arranged.—12, Church St., Luton. Tel. 4212. (C1034)

AZ MOTORS offer 1948 Hawk, overhauled, bargain offer £295!—Pamerson Rd., N.W.6, Tel. MA. 4723. (C1034)

1954 Humber Super Snipe saloon, alpine mist, immaculate condition, heater, Whitewall tyres and many extras; £395. (C1034)

1954 Humber Hawk saloon, green, Whitewall tyres, radio, heater, screen washers; £725. (C1034)

1953 Humber Hawk saloon black, excellent condition; £650. (C1034)

1949 Humber Super Snipe, black, heater and radio; £350. (C1034)

DAVENPORT VERNON & Co., Ltd., High Wycombe, Tel. 2400. (C1034)

G & M ALFRED (1936), Ltd.—1951 Humber Imperial 7-passenger, above average condition. (C1034)

1954 Humber Hawk ohv, above average condition. —57, Warren St., W.1. Euston 5268. (C1005)

1951 model Mark III Super Snipe de luxe saloon, grey with fawn hide, heater, etc., excellent condition; £435.—Robbins, East Putney. Tel. 7631. (C1034)

49-50 Humber Hawk, black, heater, fog and spot lamps, one owner, superb condition; £395.—129, Wood-coe Rd., Wallington. Wallington 1740. (C1034)

JACK ROSE, Ltd., offer 1953 Humber Super Snipe saloon in burgundy, tubelens tyres, works mileage; £1,335.—Stafford Rd., Wallington, Surrey. Wall. 6677. (C1034)

375 hrs.—Humber Hawk, November, 1949, Mark III de luxe saloon, sliding head, leather, radio, heater, very good condition; terms, exchanges.—Rowland Smith, below. (C1034)

695 hrs.—Humber Hawk 1954 Mark V saloon, leather, radio, heater, screen washers, one owner, small mileage, exceptional condition, choice of 4 Hawks; terms, exchanges, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1034)

1954 (September) Humber Hawk Mark VI, ohv, heater, 8,000 miles, one owner, taxed, 1799.—Watson Service Garage, Dorset Mesa, Wilton St. S.W.1. Soane 7239. (C1034)

HUMBER

SEVEN passenger 1952 Imperial Dark leather saloon, black, many extras, reasonable mileage. £965. (C1034)

LIMOUSINE 1951 Mark III Pullman, electric partition, cloth rear, lavishly equipped, genuine 21,000, outstanding condition; £1,125. (C1034)

LIMOUSINES.—Privately owned 1952, leather throughout, radio heater, genuine 22,000, carefully maintained, £1,195; another 1952 leather limousine, reasonable mileage, £1,065.—Victoria Garage, Adways Rd., Cricklewood, 3029 Gladstone. (C1034)

NEW Humber Hawk, grey/red leather, overdrive; pre-budget price.—Wright's Motors, Rickmansworth 2214. (C1034)

1953-4 Hawk every conceivable extra, low mileage, age; £645.—Jack Pomeroy (Automotives), 395, Mendon Way, N.W.4. Hec. 8011-2. (C1034)

1955 Humber Super Snipe saloon, black with red leather upholstery, 10,000 miles, one owner; £375.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Freamile 3333. (C1034)

1948 Humber Hawk saloon, grey, extremely good condition throughout, taxed; £353.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 9692. (C1034)

1939 Humber Super Snipe razor edge sports saloon, a bargain at £133, or £350 deposit.—Bryant Motors, 180-182, West End Lane, N.W.6. Hampstead 6490. (C1034)

CAMDEN MOTORS, the limousine specialists, for latest selection from our stock of Humber and other limousines, see special advert. page 39. (C1034)

1952 Humber Super Snipe, grey with grey leather upholstery, fitted heater, one owner, genuine mileage 15,500 miles; £465.—A. De. Co., Ltd., Harman St., Liverpool 1. Royal 5037. (C1034)

HUMBER Super Snipe, 1954 (July), taxed, genuine 10,000 miles only, unmarked and as new; for private sale; first offer £255.—Tel. Gre. 1501, or 1527 evenings. (C1034)

1951 series Humber Pullman limousine, privately owned, always chauffeur maintained, small mileage, owner forced to sell; nearest £1,125.—Masch, 75, Stapleton Hall Rd., N.4. (C1034)

1953 Humber Hawk saloon, blue with fawn upholstery, well maintained with particularly good bodywork, superb performance; unrepeatable at £355.—Evans & Kitcher, Horwair, Birmingham 17948. (C1034)

1954 Hawk, in black with leather upholstery, and fitted radio, heater, fog lamp, boost seat covers, radiator blind, cigarette lighter and external sun visor, a one owner car in first class condition; £670.—K.J. Motors, Ltd., Bromley, Rav. 3456. (C1034)

1949 Humber Super Snipe saloon, green, beige leather, one owner, guaranteed mileage only 29,000, recently checked over for winter use including de-carbonise, new battery and tyres; £565.—G. E. Harper, Ltd., London Rd., Stevenage, Herts. Tel. 200. (C1034)

1952 Super Snipe, black and red, one owner, 33,000 miles, heater, new battery and tubeless tyres, excellent condition; £475.—Lindsay Bign, Ltd., Roodey Group Area Dealers, 925, High Rd., Finchley, N.12. (C1034)

HUMBER Super Snipe, registered June, 1949, colour black, fitted nearly new Lifeguard tyres, and radio, mileage 47,000, perfect condition, one owner, £350 o.n.c.—Victory Motor Company, Winchester St., Cheltenham. Tel. 55386. (C1034)

OFFORDS have for sale a 1951 Humber Imperial 7-passenger saloon, a very beautiful example of a rare and much sought after car. It has had one titled owner and is in excellent condition; £395.—46, George St., W.1. Welbeck 6899. (C1034)

1956 Pullman limousine, 7-seater, 1947-8, in spotless order and condition throughout, colour black and chrome; this car cost nearly £3,000; bargain, £430 or £150 dep., balance h.p.; exchanges.—Milton Motors, 256, Deansgate, Manchester, 3, Blackfriars 588. (C1034)

1953 Humber Super Snipe, black, light fawn leather, H.M.V. de luxe radio, heater, screen-washer, Marchal fog driving lamps, blue htr., Lifeguard tubes, good tyres, immaculate; £675.—Geo. T. Hilton & Co., Ltd., North St., Rugby. Tel. 2291. (C1034)

1951 Super Snipe drop head 6-seater coupe, £495.—1950, special Pickford body on the Mark II chassis, a very distinctive and beautiful looking car, luxuriously equipped with heater and radio, nominal mileage. (C1034)

1951 Super Snipe saloon, 1951, finished grey, carefully used car in above average condition. (C1034)

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue, showrooms open until 8 p.m. (C1034)

OFFORDS.—1953 Humber Hawk saloon, black/fawn interior; this car is in extremely fine condition and has only had two owners and covered 23,000 miles, twin Lucas driving lights and a new battery; carries our usual guarantee; £355.—47, George St., W.1. Welbeck 6899. (C1034)

1955 series Humber Hawk Mark VI ohv saloon, black/red, fitted overdrive, heater, recorded mileage 12,000, one owner, immaculate throughout; £795, part exchanges, deferred terms.—Milhall Service, Ltd., 55, South Edwards Square, Kensington, London, W.8. Western 7260. (C1034)

OFFORDS have for disposal a 1951 Humber Hawk saloon, blue with fawn interior, extras include sunroof, Ace Rimbellashers, Rootes heater Whitewall tyres, Lucas fog and driving lamps, twin wing mirrors, Overloose covers; this car looks and runs extremely well and has had only two owners since new; £495.—67, George St., W.1. Welbeck 6899. (C1034)

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube) N.W.5 Ham 6041. (C1034)

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ALMOST new Humber required immediately.—54, Streatham Hill, S.W.2. Tel. HU 2676. (W5016)

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R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (C1034)

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WROTHAM HEATH.—(Maidstone 3353). (C1034)

MAIDSTONE.—(Maidstone 3353). (C1034)

MANCHESTER.—129, Deansgate, (Blackfriars 667). (C1034)

CANTERBURY.—(Canterbury 3353). (C1034)

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DISMANTLING for spares, nearly all models 1932-1940.—Wards Motor Stores, Walsley, Tel. 4151. (C1034)

THE Humber specialists for all spares.—Tel. Upson 3657. See advt. under Parts & Accessories. (C1034)

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ROTTA FRASCHINI drop head coupe, fitted Cadillac engine, incredible performance; £175. (C1034)

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ENGLAND'S Largest Jaguar Distributors. (C1034)

SELECTION of all models at attractive prices. (C1034)

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CAMBERLEY (Camberley 77). (C1034)

HOUNSLOW (Hounslow 3454). (C1034)

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GREAT West Rd. (Ealing 3477), Official Jaguar Service Station. (C1034)

CAMDEN TOWN SERVICE STATION (Gulliver 4141). (C1034)

HENLYS Ltd., England's Leading Motor Agents. (C1034)

BENTALLS, Ltd. (C1034)

1950 Jaguar Mark V, black with tan upholstery. (C1034)

1955 Jaguar Mark VII, Type M, British racing green with green upholstery; £1,295. (C1034)

1953 Jaguar Mark VII, black with brown upholstery; £925.—Kington-on-Thames, Kingston 1001. (C1034)

CAR MART Ltd. (C1034)

1955 Jaguar 3½-litre Mark VII saloon, sliding head, radio, heater, blue with grey leather upholstery; £1,195. (C1034)

1954 Jaguar Mark II, 382, Streatham High Rd., S.W.16. (C1034)

C. Streatham 0054. (C1034)

H. R. OWEN, Ltd. (C1034)

FROM our large and comprehensive stock we have chosen the following cars as examples:— (C1034)

1955 XK120 2-seater tourer, finished in grey with red and beige leather upholstery, first registered March, 547 miles only. (C1034)

1954 Mark VII saloon, fitted with overdrive, finished in birch grey with red leather upholstery, first registered June, as new. (C1034)

We are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal. (C1034)

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NEWNHAMS, Ltd. (C1034)

1954 Jaguar Mark VII sal., rad. 14,000 miles, spare unused; £1,150. (C1034)

NEWNHAMS House, 235-245, Hammermith Rd., London, W.6. River-side 4646 (9 lines). (C1034)

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689 hrs.—1951 XK120, black with red leather, host of extras include H.M.V. radio, heater, Ace Rimbellashers, screen washers, twin flame throwers, luggage rack, leather cloth hood, light shields, etc., etc.; 6 months' written guarantee; £242 deposit, balance 24 months. (C1034)

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from. (C1034)

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1954 (December) Jaguar Mark VII M type, immaculate black, fitted overdrive, Michelin X tyres, etc., one owner, recorded mileage 8,025; £1,350. (C1034)

1954 XK120 fixed head coupe, blue, wire wheels, high compression, special suspension, twin exhausts, Michelin X tyres, heater, etc.; £1,795; unique guarantee, terms, part exchanges cars or motor cycles.—39/52, Dudden Hill Lane, N.W.10. Williams 6869. (C1034)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

CAMDEN MOTORS, Ltd.
JAGUAR 2½-litre saloon, 1949 model, just decocked and fully serviced. £255.
JAGUAR 2½-litre saloon, 1947, black/red leather, exceptional condition. £345.
JAGUAR 2½-litre saloon, 1949, Sept. delivery, one Jaguar enthusiast owner, overhauled August this year by Jaguar distributors (bills available), very outstanding mechanically. £245.
JAGUAR Mark V saloon, 1950, 3½-litre model in golden-brown, one owner and in very fine condition. £455.
JAGUAR Mark VII saloon, choice of two 1952 models, one black, one suede green, both with heater and radio from £765.
JAGUAR 3½-litre saloon, 1949, replacement engine just fitted, not yet fully run-in, original makers' finish in metallic grey. £395.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 4 p.m. (C1035)

CHC (Jaguar buyers).

1955 M type, finished black with red hide, fitted overdrive, radio, a spotless car that has covered under 10,000 miles.

1954 Jaguar XK120 painted blue with cream hood, complete with radio and heater, an outstandingly well maintained example in excellent condition. £545.—265, Kensington High St., W.14. Western (S062)

HW MOTORS, Ltd. offer—

1955 Jaguar Series M Mk. VII, overdrive, 15,000 miles only, grey/red, as new. £1,295.—Bridge Motor Works, Walton-on-Thames 2404-5-6. (C2042/1)

STURGESS Leicester, offer—

1955 XK140 Jaguar hard top 3/4-heater coupe, never a scratch on it, carefully used by our managing director, small mileage twin exhausts, subdued but fruity note, lavender grey with tan hide, overdrive, many extras cost originally £1,725; bargain £1,450.

1951 Jaguar Mk. V saloon, in excellent condition, finished in black, grey with red upholstery, fitted badge bar, heater, wing mirrors and Lucas Haze-throats; £275.

118 Charles St., Leicester. (7640)

TOM GARNER, Ltd., offer—

1953 Jaguar XK120 roadster, grey, many modifications, 17,000 miles. £395.

1954 Jaguar Mk. VII, black, overdrive, radio, overdrive, 8,000 miles. £395.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackbirds 2610-8-7. (C2020)

GREAT WESTERN MOTORS.

Officially appointed Jaguar dealers.

1955 Mk. VII, painted green, green hide, fitted overdrive, 2,000 miles only, literally as new; £1,475.

1955 Mk. VII M, fitted overdrive, battleship grey, red hide, as new; £1,695.

1955 Model Jaguar Mk. VII M, battleship grey, grey hide, radio, overdrive; £1,225.

1954 Model XK120 d.h.c., beige, red hide, new hood, low mileage, one owner; £1,075.

1953 Mk. VII, black, brown hide, fitted radio, well above average; £675.

THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4-6-8, Bishopsgate Rd., W.2. Antismoker 1091. (C2089)

HW MOTORS, Ltd., offer—

1955 Jaguar Series M Mk. V, overdrive, 15,000 miles only, grey/red, as new; £1,295.

1954 Jaguar XK120 d.h.c., coupe, suede green/green, radio, 25,000 miles.—Bridge Motor Works, Walton-on-Thames 2404-5-6. (C2042)

H BEART & Co., Ltd., offer—

1952 Jaguar Mark VII saloon, black with red upholstery, excellent value. £755.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3546. (C1081)

ROSE & YOUNG, Ltd. offer—

1954 XK120 drop head coupe, 12,000 miles only, fitted radio, one owner, spare unused, as new, made green; £1,025.

1954 Model XK120 drop head coupe, one owner, condition as new, ivory; £985.

1953 XK120 fixed head coupe, exceptional condition, black, £685.—25-29, Stenfold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station) Tulse Hill 6404. (C3057)

PHILIP RICHARDS, Ltd., offer—

1955 (July) Jaguar XK140 fixed head coupe, with overdrive, British racing green, all extras, 5,000 miles, as new, part exchange; desired terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

BIRKETT'S (FINCHLEY) offer—

1949 (Oct.) Jaguar Mark V, one owner, magnificent car in every detail; £495; written guarantee, terms, exchange.

BIRKETT'S (FINCHLEY), 555-561, High Rd., East Finchley, N.E. Finchley 9052-3-4 any time. (7671)

SIMPSON'S MOTORS (WEMBLEY), Ltd.

1950 Jaguar Mark V, immaculate; £245.—355, High St., Wembley, Middx. Wembley 4422. (C4015)

GOY BALLOON AUTOMOBILES offer—

1950 Jaguar Mark V 3½-litre saloon, Sunn, minimal mileage, sunshine roof, very good example. £1,100.—10, Park Road, Thames Ditton, Esherbrook 5551-3-5. (C401)

BROWN'S GARAGE (LOUGHTON), Ltd., offer—

1947 Jaguar 1½-litre saloon de luxe, special equipment (Ramsay) £622 (Tub). (C1054)

JAGUAR

PETER BARTOCK CAR SALES, offer—

1946 Jaguar 3½-litre special equipment saloon, fitted Ace disc, black with red leather upholstery, exceptionally well maintained and a real specimen; £255.—104, High Rd., Chiswick 2725, 5870. (C1014)

LEONARD WILLIAMS & Co., Ltd., offer:

1955 (series) Jaguar Mark VII M with overdrive, in black with grey leather, equipped with radio and wing mirrors, very low mileage, one owner, fully guaranteed.—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. Ealing 3400. (7221)

DUNCAN HAMILTON & Co. for Jaguars

1955 Jaguar XK140 drop head coupe, 5,000 miles, fitted overdrive, wire wheels, Michelin X tyres with special tubes, 9:1 compression, twin petrol pump, Continental rear springs, close-ratio gear box, 2½ carburetors, fly-off hand-brake, lead-bronze bearings, etc. in absolutely faultless condition, offered at £450 below to-day's price of approximately £2,150.

1952 Jaguar XK120 roadster, special finish in 2-tone blue with matching interior, fitted loose covers, new hood, modified engine, 9:1 compression, one owner; £745.

1951 Jaguar XK120, 29,000 miles, specially finished in satin beige, fitted loose covers, wind deflectors, spot light, fitted mats, Michelin X tyres, unmodified, uncrushed, undoubtedly one of the best examples available. £695.

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33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (C1091)

1952 Mk. VII saloon, guaranteed; £690.

1949-50 Mk. V saloon, guaranteed; £435.

1939 1½ saloon, guaranteed; £255.

1938 3½ Prestons & Webb saloon, guaranteed; £220; payments.—Oldfield, 368, Kensington High St., W.14. Tel. 6611. (C929)

WORKING MOTORS, Mercedes distributors.

1954 XK120 coupe, 15,000 miles, one owner, superb condition; £1,550.—Maybury Hill Garage, Woking 4277-8. (C407)

WHITEHALL MOTORS OF COVENTRY offer—

1955 Jaguar Mk. VII type M overdrive, radio, heater, specially finished in dual grey, leopard-skin seat covers, very low mileage, maintained regardless of cost; terms, exchange.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry, Tel. Bedworth 3595-6. (C4089)

COOMBS & SONS (GUILDFORD), Ltd., offer—

1952 Jaguar Mark VII saloon, black/red upholstery, radio, low mileage, one-owner car, very good condition. £650.

1953 Jaguar Mark VII saloon, grey/red upholstery, one owner, 15,000 miles. £695.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Guildford 6207-8-9. (C1057)

WELLINGTON GARAGE (HANWELL), Ltd., offer—

1949 model 1½-litre Jaguar, black, red upholstery, first-class condition; terms, exchange. —Waxlox 4051. (7591)

CHIPSTEAD MOTORS, Ltd. (official Jaguar dealers).

XK140 April 1955, white, red leather, C type head etc. dual exhaust, wire wheels, heater, pass lamps, windscreen washers, also hard-top conversion and sliding windows, uncrushed.

XK140 1955 drop head coupe, black, red leather, Michelin X tyres, as new; £1,475.

XK140 1955 model, full special equipment roadster, virtually as new; £1,425.

XK120 1951 model, white, Michelin X uncrushed, heater, flashing indicators, new wheels and batteries, brakes lined, exceptionally fast; £595.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fianman 9032/7253/7154. (C1046)

1939 Jaguar 3½-litre saloon, recent de-coke, new tyres recently fitted; £225.

1939 3½-litre, an attractive car at £225.—Ace of Spades Classics By-Pass, Garbston, Edinburgh 6402. (C2050)

1950 Jaguar Mark V, radio heater, a specimen motor car.

SCOTT GARDEN, 547, Finchley Rd., London, N.W.3. Hampshire 2100/8676. (C4016/7)

1937 Jaguar 2½ saloon; £145; 3 months' guarantee, terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Moutview 5225 and 5774. (C4054)

CHARLES POLLETT, Ltd., Official Jaguar Agents, offer—

1955 (July) Jaguar XK140 2-seater, cream, fitted suitcases, genuine 400 miles only, £1,498 (present list price £1,650); 8 mths.' guarantee; h.p. and part exchange; terms and exchange.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6286. (C3056)

SERVICE WORKS and Stores, Barnside Yard, off Egin Avenue, W.1. Canningham 3556. (C3010)

1938 3½ Jaguar saloon, sound car throughout, a bargain at £145.

VARE MOTORS, 672, Archway Rd., Highgate, N.6. Mountview 9259 and 3364. (C4074)

1947 Jaguar 1½-litre saloon, black with brown leather, immaculately maintained; £395.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, A. Bucks, Tel. 345. (C1084)

1952 Jaguar Mk. VII saloon, black with tan interior, 13,400 miles, radio and extra; £650.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. (C3052)

JAGUAR XK120 roadster 1952, 16,000 miles; £274; or terms.—21a, Harborne Rd., S.W.12 Balham 2531. (7639)

JAGUAR

ALAND & TABOR, Ltd., Weylyn By-Pass, Herts.

1954 (model) Jaguar Mark VII, finished black, brown leather, M-type modifications, low mileage, immaculate condition; £695; maximum h.p. terms available. (C1001)

1938 2½, heater, radio, Ace discs, twin spotlights, nice car; £255.—Maloney, 76, Strand, E.C.4. (C1013)

1948 Jaguar 1½ saloon, exceptional condition; £465.—Autowork, Ltd., Southgate St., Winchester, Tel. 4965. (C1010)

£465—1950 Jaguar Mark V saloon, cream, radio, heater, immaculate.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. (C2093)

1952 Jaguar Mk. VII saloon, silver grey with red interior, fitted radio; £375.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 233. (C1067)

£765 beautiful vehicle, excellent performance, choice 3.—Below.

£495—1949/50 Jaguar Mark V 3½ de luxe saloon, most carefully used, only two owners, speedometer records 28,000 whole car magnificent.—Below.

£395—1949 Jaguar 3½ de luxe saloon, only 5 owners, have nursed this vehicle, bodywork beautiful, heater, spot lamp, etc.; bargain price.—Below.

£425—1947 Jaguar 1½-litre de luxe saloon, beautiful bodywork, two owners, specimen condition.

LAMBS OF WOOD GREEN (Established 1897); 100 L guaranteed cars; exchange, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 4222. (C1022)

1954 Jaguar Mk. VII saloon, battleship grey, fitted with Borg Warner automatic gears, one owner; £1,595.

BRADOWN, Ltd., 339, Finchley Rd., N.W.3. W. Ham 2234. (C1025)

£425—Jaguar 1½-litre 1948 4-Gr. saloon, heater, sunroof, excellent condition throughout; immaculate car.

BENNETT'S, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yrs. Holland Park Tube) Exchanges, h.p. (C1017)

1939 1½-litre Jaguar d.h.c., radio, heater, excellent throughout; £250; or consider exchange M.G. Morgan.—Wallington 9105. (8011)

1955 (July) Jaguar XK140 roadster, green, 2,000 miles, one owner; as brand new; exceptional bargain at £1,775.

BANK TOP MOTOMOUSE, Ltd., Railway St., Burnley, Tel. 3221. (7965)

1953 (June) Mk. VII, 21,000 miles, grey grey hide, genuine throughout, £590.—Skindles Garage, Ltd. Maidenhead 896. (7024)

1952 Jaguar XK120 roadster, ivory and red, very good condition, complete C type modifications, 31,000 miles, uncrushed; £650.—Tel. Molesley 2792. (8060)

JAGUAR 3½-litre Mark V saloon s.r., 1953, black, heater, H.S.V. radio add. sec. immaculate throughout; £550.—St. John's Wood, Tel. Kil. 0639. (7756)

1947 Jaguar 1½-litre, extra equipment saloon, one owner, black and brown; £400.—Beard-Queensway, W.2. Baywater 0134. (C1016)

1954 XK120, black, red leather, 15,000, Mich. X tyres; £1,125.—Holland Park Automobiles, Park 2626. (C2035)

JAGUAR XK120, 1951, recent new engine, latest mode, removable hard top, most attractive and well maintained car all bills available; £665.

FRANK GROUNDS, Ltd., 122-6, Lichfield Rd., Aston, Birmingham, 6, East 1765. (7941)

1954 Jaguar Mk. VII, black, 15,000 miles, immaculate, seat covers, upholstery, screen washers; £375.—Hollywell Garage, Hincley, Tel. Hincley 152. (7122)

1947 (Sept.) Jaguar 2½-litre saloon, carefully maintained in good condition; £315.—Wood & Lambert, Ltd., 49, Stamford Hill N.16. (Sta. 3454). (7749)

1955 Mk. VII M type saloon, automatic gear box, grey, red trim, taxi year end.—Hoffmanns of Leicester, Ltd., 31, Lord's Rd., Leicester Tel. 6751. (C2087)

1952 (July) Jaguar Mk. VII saloon, black, radio, heater, one owner, outstanding condition; £750.—Lytelton Garage, Hampstead Garden Suburb, Speedwell 3550/3550. (7615)

£595 Jaguar XK120, in superb condition, 1951, recirculated, new tyres, low mileage, 8:1 compression ratio, but not road.—Newboul, Lutetia, Reims, Notts. Tel. 57. (7615)

PRIDE & CLARKE, Ltd.—1958 Jaguar Mark VII saloon, 25,000 miles, radio, heater, new tyres, loose covers, hand spot lights, one owner; £749.—237, Euston Hill, B.W.2. Tel. 3694-5. (C3046)

1947 1½-litre Jaguar, fitted new engine, been in Torro Motors, Ltd., City Garage, Sheepen, Leeds, V. Tel. 35222. (7645)

1953 Jaguar Mk. VIII, radio, heater, one owner, many extras, immaculate; £255.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.3. Tel. Colindale 3185. (C3036)

1952 Model Mk. VII saloon, radio, etc., privately owned but h.p. available; genuine £695 for quick sale.—Hod. 9600 after 7 p.m., or write 4, Rose Drive, Bournemouth. (7593)

1954 (February) Mk. VII, grey with red upholstery, loose covers, radio, 20,000 miles, one owner; £325.—90, Oxbridge Rd., Ealing, W.5. Ealing 6215. (7607)

1948 3½-litre Jaguar, radio, heater, exceptional condition, director's car; £350.—Lytelton Garage, Hampstead Garden Suburb. Speedwell 3550/3550. (7599)

JACK ROSE, Ltd., offer 1954 model Jaguar Mark VII saloon, 21,000 miles, carefully used by one owner, one car; £295.—Stafford Rd., Wallington, Surrey, Wall 6677. (7607)

1950 Jaguar Mk. V saloon 1950, beige, tan hide upholstery, heater, air-conditioner and sun roof, loose seat covers, first-class condition; £545.—Bilford Motors, Mill Hill (London) 4233. (7715)

TOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tel. 906 7553. 10504/R

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

Jewett Spares and Service
BUNTING MOTORS EXCHANGES offer illustration service and spares and repairs for Jewett Javelina Harrow and pre-war Jewett-Bonnards. Tel. 6025-6. (10079/R)

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GODFREYS, Ltd.—Spares and service for Jewett and Bedford specialists repairs—226-234, London Rd., Croydon (Cm. 5641-2), Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); Is. Hinggate Rd., Kenilworth, N.W.5 (Oul. 7761). (10463/R)

KAISER
SIMPSON MOTORS (WEMBLEY), Ltd. American car specialists, full list see "American Cars" (104015)

LAGONDA
BROOKLANDS: wholesale & retail.

1956 models on show and demonstration.

1954 Lagonda 2-litre saloon, 6,000 miles, also 9,000 miles; pass by manufacturers, excellent condition.

CASH purchased for cash; confidential terms—105, New Road St., London, W.1. Mayfair 6351. (101029)

GUY SALMON AUTOMOBILES offer:—

1955 Lagonda 3-litre saloon, 13,000 miles, quite as new, £2,650—Portsmouth Rd., Thames Ditton, Elmbridge, Surrey S25-2-3. (104001)

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.)

1952 2.6-litre saloon, one owner, outstanding condition throughout; £1,250.

ENQUIRIES invited for other used models.

273 London Rd., Staines, Tel. 4211-5. (101080)

J. BARTLETT, Ltd.—Lagonda 3½-litre drop head 4-seater coupe, £2,500 extra super condition; £1,350—27, Pennington Villas, W.11. (101013)

1938 Lagonda V12 saloon; £395—Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. Riverside 6977-4. (100043)

1936 Lagonda Rapier 10hp 4-seater sports tourer, superb condition; £215; terms—Newbury Cars, Muswell Hill, N.10. Tudor 3994. (100779)

ALWAYS a good selection of these used thoroughbred cars at Holland Park Automobiles, 142, Holland Park Ave., London, W.11. Park 2626. (100065)

1937 L.G. 4.5 drop head, 5,500 mile, since rebore, oilomatic rings also fitted, heater, alloy body in good condition; best offer over £250—Trowbridge 5448. (100676)

1934 Lagonda 4½-litre pillarless saloon, two-tone grey, red leather, excellent mechanical condition, superb example of this famous breed, any trial; £1,195—Tel. Ansey 223-6. (100539)

1950 2½-litre Lagonda saloon, grey/red leather, in excellent condition; £715—Halls (Finchley), Ltd., 100, Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (100552)

1950 Lagonda 2½-litre saloon, dual black and blue, blue hide, one owner, 45,000 miles, electric gear box, immaculate and faultless; £850. Terms etc.—Salisbury Motor Co., Fisherton St., Salisbury 6025. (104006)

Lagonda Cars Wanted
LAGONDA 3-litre drop head coupe, 1954-5, required.—Reply Box 7994. (100522)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lagonda—Hampstead (Tube), N.W.5 Ham 6041. (104018/R)

Lagonda Spares and Service
DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) Specialists in all aspects of service—273, London Rd., Staines, Tel. 4211-5. (10390/R)

LANCHESTER
STRATTONS, Ltd., Lanchester Distributors.

LANCHESTER 14 saloon (May 1955) grey, red leather; £225—Stratstone, Ltd., 40, Berkeley St., London, W.1. Mayfair 4404. (104022)

1953 Lanchester 11 saloon, one owner, genuine 8,000 miles, Ripce condition; £795.

RIPCE, Ltd. (Lanchesters purchased), 10, Albemarle St., Mayfair, London, W.1. Hyde Park 2832-3-4. (100053)

1954 Lanchester 11 saloon, one careful owner, green with green leather, guaranteed; £250.—Campbell Spymore, Perle 4456. (101071)

G & M ALFREDS (1956), Ltd.—1953 Lanchester 14 de luxe saloon, small mileage, superb throughout, written guarantee; £765—6-7, Warren St., W.1. Euston 3262. (101008)

1938 Lanchester 11, excellent condition throughout; £235. Hire purchase terms, exchange—6, Summerland Gardens, Muswell Hill, N.10. Tudor 6073. Pinner 6262. (100084)

DAVIES MOTOR MART—1953 (August) Lanchester 14 saloon, fawn, heater, unleaded, one owner; £775; written guarantee—5, Warren St., W.1. Tel. Bus. 4110. (101040)

Lanchester Cars Wanted
KIRKWOOD CARS buy 1938-39 Lanchesters—79, Streatham Hill, S.W.2. Tulse Hill 2768. (104037)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lanchester—Hampstead (Tube), N.W.5 Ham 6041. (104018/R)

WANTED, Lanchester 17.9hp 1935 cylinder block, with or without pistons.—Thackray, Digger Works, Malton. (100084)

H. P. EDWARDS are keen to buy good Lanchester 14 cars and will pay excellent cash prices; distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (104003)

Lanchester Spares and Service
DEBARTLING for spares nearly all models 1932-1940.—Wards Motor Works, Walsley Tel. 77951. (100084)

Lanchester Spares and Service
CROYDON—Donner, Vines for Co. Ltd. Dealer and Lanchester specialists, for sales and service.—Kiddemister Rd., Croydon 5775. (10069)

ARCO ENGINEERING, Ltd.—Complete overhauls and engineering service. Lanchester cars, preselection for gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7501 and 7521. (10237/R)

LANGIA
ENGINES RECONDITIONED, Ltd. offer:—

1939 Lancia Aprilia d.h.c., perfect order; £375.—353, Pinner Rd., Harrow, Middlesex. (102070)

JOHN S. TRUSCOTT, Ltd. for Lancia—Only the best examples are offered.

1954 (delivered Motor Show, 1955) Aprilia saloon, one owner, superb condition; £350; today's price £1,576.

1938 Aprilia, fawn, leather, several extras, believed the best and only one-owner Aprilia available, 4,475; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. (104055)

WE have two really excellent Aprilias from £360. Please write for details.

MALDSTONE ENGINEERING Co., Smethurst St., Fendleton, Manchester, 6. Pen. 3457. (103000)

J. H. BARTLETT—Lancia, 1955, Gran Turismo, 5,000, £2,500; Lancia Gran Turismo, 1954, specially tuned, £2,350.

LANGIA 2-litre Gran Turismo, just checked by Lancia at Rome, superb condition; £1,750—27, Pennington Villas, W.11. (101013)

LANGIA Aprilia 1939, 2 owners from new, excellent condition; £385—S. & S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. (104060)

1951 model Aprilia pillarless saloon colour grey; £775—Joe Thompson (Motors), Ltd., 81-83, Fulham Rd., South Kensington, S.W.5. Kensington 4655. (104025)

APRILIA 1938 (Nov.) a most exceptional car, extensively reconditioned and very carefully maintained, late modifications; £360, £120 deposit. Written guarantee, exchanges—R. J. Seale, Ltd., 25, Church St., Hampton, W.8. (100663)

LANGIA Aprilia fourseater drop head coupe with an enthusiast and extensively reconditioned, including twin carburetor conversion; this car in appearance and performance leaves nothing to be desired, wonderful value at £295—Billwood Motors, Mill Hill (London) 4232. (100074)

LANGIA Aprilia wanted, very immaterial—T. P. Brown, Ltd., High Rd., Whitehouse, N.20. Hillside 7741. (10356/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Lancia—Hampstead (Tube), N.W.5 Ham 6041. (104018/R)

Lancia Spares and Service
LANGIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information, reserving general service reconditioning, technical data, etc., reply Lancia Works, Aliperton, Wembley (Perivale 5555). (100530/R)

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RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1948 Lea-Francis 1½-litre saloon, coachwork and interior in immaculate condition, radio and heater, one previous owner only, quality car with an original list price of £1,300; 589gns.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maile Vale 6044 connecting all branches and departments. (Kilburn Park Station, Baserio line, 150 yards.) (104047)

CHARLES POLLETT, Ltd., Sole Distributors Lea-Francis, London and Home Counties.

SERVICE: Works and Stores—Barnsdale Yard, off Klein Ave., W.3. Canningham 5836. (103010)

1948 Lea-Francis 14 saloon, special body; £350.—Montrose Motors, Upper New Rd., Bickhurst 1171. (103068)

365gns.—Lea-Francis, 1948, 14hp fourseater sports coupe, leather, heater, paintless, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Howard Smith, Hampstead (Hampstead Tube), Hampstead 6041. (104018)

LANGIA 14 saloon, special body; £350.—Rowland Smith's, the Car Buyers—Highest cash prices for Lea-Francis—Hampstead (Tube), N.W.5 Ham 6041. (104018/R)

LANGIA 14 saloon, special body; £350.—Rowland Smith's, the Car Buyers—Highest cash prices for Lea-Francis—Hampstead (Tube), N.W.5 Ham 6041. (104018/R)

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AUSTIN Sherline limousines, choice of four 1951-1953.

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AMERICAN limousines—Large numbers of late pre-war series available; for details of above see advert on page 39. Used Car Bargain supplement.

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A & S Guaranteed Limousines. Specialists for 30 years. Varied selection seven seater cars, 1936-1954. (101006)

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1951 Humber 7-passenger saloon, black with fawn leather throughout, heater, one private owner, mileage 26,000; any make of second-hand car in exchange; £1,150—Herbert Robinson, Ltd., Camden 17761. (100084)

1952 privately owned Humber, leather, £1,095; also 1952 seven-passenger saloon, £395; Packard 1937 super eight, amazing condition; £285; Rolls-Royce 1934 Hooper 23hp, excellent throughout; £435.—Victoria Garage, Edgware Rd., Crickwood, Glaston 3023. (101015)

1951 gm.—Humber Pullman, late 1957 7-seater limousine, black, heater, face-forward car, 1951, 1952, winding division, disc, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (104018)

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ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd. Great West Rd., Brentford. Tel. Ealing 4506-9. (10747/R)

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1954 Mercedes-Benz 300 de luxe saloon, Servo brakes, radio, mileage 14,000, one owner, new condition—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. (103040)

TAYLOR & CRAWLEY, offer:—

1955 Mercedes-Benz type 220A de luxe, very low mileage, immaculate car; £2,075.

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H. P. EDWARDS, 33, Grosvenor Crescent; News S.W.1. Tel. Sloane 3213. (104051)

METCALFE & MUNDY, Ltd. offer:—

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M. R. S. W. S. Fremantle 5471. (103064)

JOHN S. TRUSCOTT, Ltd. for Mercedes-Benz.

ONLY the best second-hand examples are offered, two 1955 type 220A saloons available, most new models for immediate or very early delivery, including one or two at pre-budget prices.

JOHN S. TRUSCOTT, Ltd. for Mercedes-Benz—175, Westbourne Grove, W.11. Bayswater 4274. (104055)

WORKING MOTORS, Mercedes-Benz Distributors.

190SL coupe, 2,000 miles, available—Working Motors (Maybury Hill), Ltd., Woking 4277-8. (100074)

1954 (Nov., '53) Mercedes-Benz diesel type 170SD, black, 3000 cc, car 2310—Welwyn Sales Depot, Ltd., Hatfield 2179. (100084)

NEW and unregistered 170 diesel; £1,295.—Maxfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2367. (103001)

1954 Mercedes-Benz 170 diesel station wagon, specially attractive alloy body by Campions, Leicester, 50mpg, 68mph, 15,000 miles, one owner, immaculate, £1,200.—Beck, Heyford Hills, Northampton, Tel. Weedon 371. (100084)

1939 Mercedes-Benz type 230, black, late property of enthusiast; recently fully reconditioned at a cost of approx. £400 including new engine, etc.; accept £295.—Lansdowne Motors, Fleetwood, Lancs. Tel. 794. (100084)

Mercedes-Benz Cars Wanted
H. P. EDWARDS are keen to buy good Mercedes-Benz cars and will pay excellent cash prices; distance no object.—Details please to 38-41, Upper High St., Epsom, Surrey. Epsom 9400. (102001)

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares—34, Camberwell New Rd., S.E.5. Tel. Reliance 7691. (100084)

MERCURY
ON all matters of sales, spare parts repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd. Great West Rd., Brentford. Tel. Ealing 4506-9. (10747/R)

1954 Lincoln-Mercury, the glamorous Monterey only, one owner, finished blue and ivory, upholstery in white and blue leather, radio, heaters, air conditioning, overdrive, etc., the new ohv engine; cost over £3,000; will sell for £1,750 quick sale, exchange considered.—Coveney 63348. (104058)

M.G.
COOMBS & SONS (GUILDFORD), Ltd. offer:—

LATE M.G. 1½-litre sports saloon, black/green, 1950 radio and heater, first-class cond., highly recommended; £525.

COOMBS & SONS (GUILDFORD), Ltd., 81, St. Catherine's, Portsmouth Rd., Guildford. Guildford 62907-3-9. (101097)

COACHCRAFT offer: see under Humber. (101053)

£165—80,000 miles, one owner, Daimler 1936 28hp, division, disc, face forwards, uncrushed and perfect.—Hampstead 7971. (100084)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

CHIPSTEAD MOTORS, Ltd., offer:—

£535—1954 de luxe 4-door, heater, black, recorded mileage 9,000, unmarked.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0525/7154. (C1046)

C.M.I. CAR SALES (Pri. 6633) offer:—

1953 Morris Minor 2-door saloon, black, taxed year, £455.
THREE months' guarantee; terms: list on application.
SWISS Cottage, Finchley Rd., N.W.3. (C1051)

C.M.I. CAR SALES (Pri. 6633) offer:—

1954 Morris Minor 4-door de luxe saloon; £520; choice of several.
THREE months' guarantee, terms: list on application.
SWISS Cottage Finchley Rd., N.W.3. (C1051)

1954 Morris Minor travellers car, good condition; £540.—Tel. Evening, Slough 24611. (7996)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division.

1951 Morris Minor tourer, all extras: £425.—555, High Rd. Wembley, Middx. Tel. 4422. (C10415)

1954 Morris Minor de-luxe saloon, grey, low mileage, £525. (C10415)

DAVENPORT VERNON & Co., Ltd., High Wycombe, Tel. 2600. (7705)

1955 Morris Minor Series II 4-door de luxe saloon with heater; £555. (C10419)

1954 (June) Morris Minor Series II 4-door de luxe saloon, one owner; £565. (C10419)

1952 (August) Morris Minor Series I, 2-door saloon, one owner; £435.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. Liberty 8261-8. (C10415)

1953 (Oct.) Morris Minor D/L saloon, excellent condition one owner; £470.—Mou. 6700. (7997)

1955 Morris Minor 2-door de luxe, works miles (65) only.—Below (C10419)

1955 Morris Minor 2-door, petrol gear, 5,000 miles; black & leather; heater, 376, Kensington High St. W.14 Tel. Western 2512. (C10419)

1954 de luxe saloon, leather, heater, one owner, virtually as new; £520. (C10419)

DAVIES MOTORS, Ltd., 275, London Rd., Staines, Tel. 6211-5. (C1040)

1950 Morris Minor tourer, £365; 3 months' guarantee; terms and exchanges. (C10419)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harmer, Monmouth 2229 and 3774, one owner. (C10419)

1954 Morris Minor tourer, 6,000 miles; £525.—Smith, 55, Fillebrook Rd. E.11, Leytonstone 2599. (7912)

1953 Morris Minor, 4-door convertible, black, expert model, heater, 14,000 miles, excellent; order; £480.—Oxley Garage, Writtle. (8053)

1950 Morris Minor saloon, guaranteed; £380. Payments.—Oldfield, 506, Kensington High St. W.14 Wes. 6631. (C10419)

1955 Morris Minor Estate car, exchanges, etc.—Autowork, Ltd., Southgate St. Winchester, Tel. 4965. (C1010)

'55 Morris Minor 2-door saloon, 5,000 miles, absolutely like new; £545.—Holland Park Autos, 142, Holland Park Ave. W.11 Park 2626. (C10419)

1953 (Oct.) Morris Minor, Alexander conversion, excellent condition; £480.—Tel. Heath and Rens (Beds.) 544. (8101)

525 ens.—Morris Minor, July, 1955 saloon, one owner, 5,000 miles, spare unused, practically new, taxed; terms; exchanges.—Rowland Smith, below. (C10419)

645 ens.—Morris Minor 1955 model Traveller, radio, heater, leather, loose covers, one owner, small mileage, spare unused; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C10419)

1955 Minor 2-door de luxe, 5,000 miles, as new; £575.—Tolworth Motors, Ltd., Kingston-BY-Pass, Tolworth, Elmbridge 2254. (C10419)

1955 2-door de luxe, 1,000 miles, extras. Under-sealed, screenwashers self-cancelling indicators; £500.—46, Torhill Rd., Torquay. (7795)

1955 (December) de luxe convertible, green, as brand new unregistered; £615. See in London.—Box 3018. (8006)

1955 ens.—33 Morris Minor 2-door saloon, works mileage; list price.—A. Owen (Hendon), Ltd., The Hyde, Herdon, N.W.9. Tel. Colindale 3185. (C10419)

1952 Morris Minor convertible, grey, genuine 23,000 miles, excellent condition, various extras; £600, evenings or week-ends.—Southport 78540. (7494)

£525—Morris Minor saloon, 5,000 miles, late 1955, whole car as new, guaranteed, terms, exchanges.—Roberts, 196, Craven Rd., W.2. Pad. 2015-6. (7795)

1955 model Morris Minor convertible, grey/red, small mileage, one owner; £515.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1 Euston 7911. (C10419)

1954 Morris Minor 4-door de luxe saloon, leather, heater, 11,000 miles, Clarendon grey, immaculate; £530.—55, Broadwood Ave. Rushlip, Middx. (7906)

1952 (October) Morris Minor convertible, green, one owner, small mileage, excellent condition; £425.—Dobson's Ltd., Morris Agents Staines 601. (C10419)

1952 Minor 2-door saloon, black, one owner, 28,000 miles, excellent condition, will sell to first person offering £375 cash.—Tel. Wes. 6463 or Wes. 6997. (7901)

1955 (June) Morris Minor 2-door saloon, 5,000 miles, black, one owner, virtually new; £535; terms, exchanges.—Richards & Carr, Ltd., 38, Kilmington St., S.W.1. Staines 5434. (C10419)

1954 Morris Minor travellers car, black, red interior, 15,000 miles, superb unmarked condition.—Broadway Motors, 62, High St. and Hanworth Rd., Bowmans, Middx. Bou 0175. (7922)

MORRIS MINOR

1955 (Oct.) Morris Minor Traveller's car, heater, underseated, 1,000 miles only; £650.—Halls (Finchley) Ltd., Odson Parade, North Finchley, London, N.12 Tel. Hill 044. (7765)

1955 (July) 2-door Minor de luxe saloon, beige, red leather, heater, 1,400 miles, carefully run in; nearest £600; exchange private T&R or similar.—Dorling 2757 Box 799. (7630)

1954 (Nov.) Morris 2-door saloon, choice of 5, colour black, mileage 10-12,000; B.M.C. guarantee.—Lankaster Eng. Co., Ltd., 39-45, Eden St., Kingston, Kin. 3151-6. (C1046/N)

1954 (November) Morris Minor saloon, one owner, Thornton immaculate throughout; £525; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

1954 Minor de luxe saloon, suede green, one owner, spare unused, Underseated, 13,000 miles, absolutely as new, taxed; £555; 5 months' written guarantee; terms, exchanges.—C. N. K. Motors, 553, Finchley Rd., N.W.3. Hampstead 5712. (C1046)

BARROW-JR-FURNESS—1955 Morris Minor de luxe saloon, heater, black/red leather, genuine mileage 5,500; £565. Demonstrated anywhere. Terms, exchanges.—New Car Valeting Service, Greenkate St., Tel. Barrow 5. (8106)

11,000 miles, 1954 de luxe 2-door Minor green, £535.—Eustace Watkins, Ltd., 12, Berkeley St., W.1. Mayfair 5051 399, London Rd., Croydon, Thames 4263, or 12, Chelsea Manor St., S.W.3. Faxman 8181. (C1046)

TRAVELLER'S car, Morris Minor Berkshireman, a special de luxe version of the versatile Traveller's car but with opening roof and many other refinements. In limited production, orders can now be accepted for prompt delivery. (C1046)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1046)

PRIDE & CLARKE, Ltd.—1955 Morris Minor 4-door de luxe saloon, 9,000 miles, £569; 1954 2- and 4-door, low mileage, heater; £499; 1953, heater, one owner; £435; 1949, £259; 1953 convertible, white all tyres. £359.—Stockwell Rd., S.W.9. Brixton 6251. (C1046)

1952 Morris Minor 4-door saloon, many extras, taxed, excellent appearance and performance, £445; trace enquiries welcomed; terms and exchanges.—Kaye Automobils, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station) Euston 8700 and 8894. (C1046)

Morris Minor Cars Wanted

R. ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris Minors.—Hampstead (Tube) N.W.3 Ham 6041. (W4018/H)

MORRIS EIGHT

S.G.A. MOTORS (KENSINGTON), Ltd., who deal exclusively in Morris 8s, offer:—

1947 series E 2-door de luxe saloon; choice of two; £545. (C1046)

1939 series E 4-door de luxe saloon; £265. (C1046)

1939 series E 4-seater tourer, outstanding condition; £250. (C1046)

1938 2-door de luxe saloon; choice of 2 from £180. (C1046)

1938 4-seater tourer, outstanding condition; £165. (C1046)

1937 4-door de luxe saloon; £165. (C1046)

1937 4-seater tourer; £165. (C1046)

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 5 months; hire purchase and exchanges.

S.G.A. MOTORS (KENSINGTON), Ltd., Morris 8s Specialists, 10, 13 and 14, Altherston Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd Tube) Western 3206. (C1046)

325 ens.—Morris 8 1948 de luxe saloon, grey, sliding head, leather, excellent condition; terms; exchanges.—Rowland Smith, below. (C1046)

225 ens.—Morris 8 1939 series E 4-door saloon, excellent condition; terms; exchanges.—Rowland Smith, below. (C1046)

145 ens.—Morris 8 1939 series E tourer, new hood; choice of 8 Morris 8s; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C10419)

£325—Morris 8-type saloon de luxe, 1947, sun roof, loose covers, leather upholstery; 28,000 miles only, perfect; terms, exchanges.—Roberts, 196, Craven Rd., W.2. Pad. 2015-6. (7995)

1948 Morris 8 utility, fold flat seat, good tyres, taxed, excellent appearance and performance; £250; also 1948 Morris 8 4-door saloon, taxed, good; £315; trade enquiries welcomed; terms and exchanges.—Rots Automobils, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station) Euston 2700 and 8894. (C1046)

Morris Eight Cars Wanted

PRIVATELY owned Morris 8—2/143, Streatham Hill Rd. Tube Hill 2768. (W2037)

WANTED—Painless post-war Series E, exchange excellent 1939 4-door.—Whiting, The West End Reading. (7932)

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris 8s.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/H)

MORRIS TEN

1939 (model) Morris 10 series M saloon, black, leather interior, heater and fog lamp, very nice condition; £205.—Robbins, East Putney, Tel. 7881. (C10419)

1947 Morris 10 saloon, exceptional, taxed; £285.—trade enquiries welcomed; terms and exchanges.—Rots Automobils, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station) Euston 2700 and 8894. (C1046)

Morris Ten Cars Wanted

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Morris 10s.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/H)

WANTED, Morris Ten Cars Wanted (Sep.) Morris 10hp 1939 Series M, good condition; reasonable price.—Box 7977. (7778)

MORRIS TWELVE
£39—Morris 12/4 1934 saloon, good condition, sound body.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 6029. (C10419)

MORRIS COWLEY
1954 (Sep.) Morris Cowley, 10,900 miles, one owner, spare unused; £585. (C1046)

GORDON CARS (LONDON), Ltd., Highfield, Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C1046)

1954 (December) Cowley, 24,000 miles, heater, new tyres, excellent condition; £565.—Sergeant & Collins, Bromley, Imperial 2242. (7497)

PRIDE & CLARKE, Ltd.—1955 Morris Cowley saloon, 9,000 miles, one owner, £529; 1954, 14,000 miles, heater, £599.—257, Brixton Hill, S.W.2. Tel. 3664-5. (C1046)

1954 (Dec.) Morris Cowley saloon, green with green interior; an unusually well kept example with a genuine small mileage; fitted with heater, taxed and ready for immediate use; £525.—Evans & Kitchen, Horsehair, Birmingham, 1. (7949)

MORRIS OXFORD
A1 at Brown. (C1046)

1954 Morris Oxford Series II saloon, black with red interior, heater, etc.; £695. (C1046)

W. J. BROWN, Ltd., 539, Finchley Rd., N.W.3. W. Ham. 2265. (C1046)

BENTALLS, Ltd.
1954 Morris Oxford de luxe blue with red upholstery, 11,000 miles, heater; £670.—Kington-on-Thames, Kingston 1001. (C1046)

CAR MART, Ltd.
1953 Morris Oxford saloon, heater, black with red upholstery; £535. (C1046)

CAR MART, Ltd., 32, Euston Rd., London, N.W.1. Euston 1212. (C1046)

H. A. SAUNDERS, Ltd., offer:—
1952 Morris Oxford saloon, black, red upholstery; heater; £475. (C1046)

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. H. North Finchley, Hillside 3272 (8 lines). (C1046)

PHILIP RICHARDS, Ltd., offer:—
1953 (Oct.) Morris Oxford saloon, black, heater, 10,000 miles only; part exchange, offered; terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C1046)

CM1 CAR SALES (Pri. 6633) offer:—
1954 Morris Oxford, series II, black, one owner, taxed; £685. (C1046)

THREE months' guarantee; terms: list on application.
SWISS Cottage, Finchley Rd., N.W.3. (C1046)

WELLINGTON GARAGE (HAWWELL), Ltd., offer:—
1955 Morris Oxford saloon, Clarendon grey, rec leather, heater, 8,000 miles; £625; terms; part exchanges.—Waxlow 4091. (7884)

1953 Morris Oxford, 7,000 miles only, quite immaculate; £555. (C1046)

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent, W.1. Tel. Sloane 3273. (C1046)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division.
1952 Morris Oxford; £450.—355, High Rd., Wemb. Ley. Middx. Tel. 4422. (C10419)

1955 (August) Oxford, green, heater, underseated covers; £785.—Box 7934. (765)

1952 Morris Oxford saloon, grey, one owner, immaculate; £475. (C1046)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1046)

1953 Morris Oxford, black, heater, excellent condition; £475. (C1046)

JOHN WILSON AUTO, Ltd., Bandersted Rd., South Croydon. Bandersted 4260. (C1046)

1954 Morris Oxford low mileage, heater; £495.—Putney 7851. (8096)

A & S 1946 14hp Morris Oxford Taxi, sound condition, recalibrated, good tyres, £250.—Cassell's Garage, North Audley Street, Mayfair 2941. (C1046)

1954 Morris Oxford, 14,000 miles, one owner, fitted heater, almost as new; £595.—Cassell's Garage, North Audley Street, Mayfair 2941. (C1046)

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (C1046)

£475—Morris Oxford 1951 saloon, one owner, excellent as new; many other cars. (C1046)

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yrs. Holland Park Tube.) Exchanges, h.p. (C1046)

1956 series Morris Oxford Estate car, delivery mileage; exchanges, etc.—Autowork, Ltd., Southgate St. Winchester, Tel. 4965. (C1010)

1949 (September) Morris Oxford saloon, new roof with fawn interior; a very clean car; £395.—Putney 2770. (C1046)

1953 Oxford saloon, black, red leather, heater, one owner, excellent condition; £530.—Cassell's Garage, Symonds, Wembley 6262. (C1037)

£595—1955 Morris Oxford saloon, selection of 8 others £530 and £625. Exchanges.—Guidford 4262 (most evenings and week-ends). (7884)

AZ MOTORS offer 1954, immaculate, one owner, 15,000 miles, as new; £565.—Palmerston Rd., N.W.6. Tel. Mal 4723. (C1011)

1954 Morris Oxford series II saloon black with maroon upholstery, heater; £560.—T. J. Gwynne, 80 Piccadilly, W.1. Grosvenor 4141. (8088)

MORRIS Oxford Traveller's car, 1953, for sale; excellent condition, what others call a Goodman, Ltd., 1, Warden St., London, W.1. Ger. 9621. (7630)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

1954 Morris Oxford saloon, grey with red leather upholstery, 13,000 miles, one owner from new; £665.—Davenport & Jeffs, Ltd., Bristol 20091.

1952 (October) Morris Oxford de luxe saloon, grey with red interior, heater, one owner; £465.—Thundersley Garage, Ltd., Thundersley, Essex. South Bedford 2272.

1953 Morris Oxford de luxe, heater, leather, spot lamp, many extras; £525.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185.

BARROW-IN-FURNESS—1953 Morris Oxford, blue/red leather, speedo reading 21,281; £525. Demonstrated anywhere. Terms, exchanges.—New Car Valeting Service, Greenwade St., Tel. Barrow 5. 19105

1954 Morris Oxford, blk./red, 9,000 miles; £695. Exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Bant. 2255. (C3022)

1952 Oxford, heater, one owner, excellent engine, genuine bargain; £445; terms, exchanges. Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424.

1954 (registered December, '53) Morris Oxford saloon, black with heater, new; £505.—Apply Watkins Service Garage, Ltd., High St., Bantstead, Tel. Burch Heath 1414.

1952 Morris Oxford saloon, low mileage, very good chassis and sound, cowwheels, black vinyl interior, heater, guaranteed; £475.—Coles Garage, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195.

4655 km.—Morris Oxford, October, 1952 saloon, Clarendon grey, red leather, heater, carefully used; terms, exchanges; list: open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6941.

4683 miles only Morris Oxford saloon, registered December 1954, black with red leather upholstery, heater, newish condition throughout, guaranteed; £596 cash part exchange or deferred.—Baker & Co., Ltd., Dorking 3622.

TANKARD & SMITH, Ltd., offer 1954 Morris Oxford saloon, Series II, Clarendon grey/red leather, one owner, heater, spot light, 7,000 miles, exceptional condition, 6 months' written guarantee.—134-196, Kings Rd. Chelsea S.W.3. Flaxman 4901.

1954 Morris Oxford saloon, grey with red leather upholstery, heater, newish condition throughout, guaranteed; £596 cash part exchange or deferred.—Baker & Co., Ltd., Dorking 3622.

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1954 Morris Oxford saloon, grey with red leather upholstery, heater, newish condition throughout, guaranteed; £596 cash part exchange or deferred.—Baker & Co., Ltd., Dorking 3622.

NASH

1951 Nash Statesman, blue and cream, radio, heater, excellent condition throughout; £695. A. Tel. Slough 2711-2.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

Nash Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Nash buyers. Wembley 6691/3903. (W4015/R)

Oldsmobile Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 6691/3903. (W4015/R)

OPEL

1953 (January) Opel, one owner, black, grey cloth interior, radio, heater, 20,000 miles; £575.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4859. (C4028)

Opel Spares and Service
LANCASHIRE, Cheshire and north Wales distributor, for sale, service and spares. BURMAN, LAKE MANCHESTER, 19. 10513/R

PAIDES & CLARKE, Ltd., Opel stockists; quotations e.d.—Stockwell Rd. S.W.9. Brixton 6251.

REPAIRS:—Parts, universal joints, wings, seat covers, £4/10; guaranteed engine, suspensions, cars bought and sold.—Tarrant & Fraser, 10, Winchester S.W.3. Fri. 2647. (B4100)

PACKARD

LEONARD WILLIAMS & Co., Ltd., offer:—
1954 (December) Packard Clipper Super, 4-door sedan, black with right hand drive, ultra-matic transmission, signal seeking radio, heater and defroster, whitewall tyres, two and pass lamps, 12,240 miles only, fully guaranteed, a beautiful car.

1954 (August) Packard Clipper Super, 4-door sedan in black with right hand drive, ultra-matic transmission, signal seeking radio, heater and defroster, whitewall tyres, one owner, 15,000 miles only, fully guaranteed.

1951 (November) Packard 4-door touring sedan in black, right-hand drive, ultra-matic transmission, radio, heater, twin foglamps, one owner fully guaranteed, 16,000 miles only, absolutely like new.

1947 (April) Packard Clipper Six, 4-door sedan, recently reconditioned in a most attractive shade of grey and dark blue, equipment includes radio and heater, a most outstanding beautifully maintained car with a moderate mileage and serviced by us since new.

LEONARD WILLIAMS & Co., Ltd., Packard Building, Longs Great West Rd., Brentford, Middlesex. Ealing 3400. (W4015/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

LEONARD WILLIAMS & Co., Ltd., Packard Building, Longs Great West Rd., Brentford, Middlesex. Ealing 3400. (W4015/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

LEONARD WILLIAMS & Co., Ltd., Packard Building, Longs Great West Rd., Brentford, Middlesex. Ealing 3400. (W4015/R)

1948 Packard Limousine, excellent condition, chauffeur maintained since new, negligible mileage since recent extensive overhaul by Packard agents; private sale.—Box 7998. (W4015/R)

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham 604. (W4015/R)

LEONARD WILLIAMS & Co., Ltd., Packard Building, Longs Great West Rd., Brentford, Middlesex. Ealing 3400. (W4015/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers. Wembley 6691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Packard:—91-95 Fulham Rd. S.W.3. Kensington 4859. (W4028)

LEONARD WILLIAMS & Co., Ltd., Packard Building, Longs Great West Rd., Brentford, Middlesex. Ealing 3400. (W4015/R)

PANHARD

JUNIOR 3-seater sports car, reg. 1955, f.w.d., 4-cylinder, 850cc, about 14mph, 40mpg, flat floor, charming unmarked appearance, under 2,000 miles; £650, terms exchange.—10, Winchester S.W.3. Fri 6159. (W4015/R)

PEUGEOT

MAYDAY MOTORS, Ltd., Peugeot Distributors.
1955 new models available, saloons and shooting brakes.
1955 Peugeot 203 model saloon, practically new, negligible mileage; £695.
1954 Peugeot 203 model saloon, one owner, exceptional condition; £695.
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PLYMOUTH

COOMBS & BOWS (GUILDFORD), Ltd., offer:—
PLYMOUTH Belvedere V.8 saloon, two months old, only 1,100 miles, grey/green interior, radio, heater, nylon floor covers, fully automatic drive, offered at considerable reduction on cost; £1,995.

COOMBS & BOWS (GUILDFORD), Ltd., 55, Guildford, Guildford 2207-5-9. (C1037)

Plymouth Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Plymouth buyers. Wembley 6691/3903. (W4015/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." (C4015)

CASS'S MOTOR MART—1950 (Nov.) Pontiac Chieftain 3-door saloon, f.w.d., unblemished; £775. S. Warren St. W.1. Bus. 4110. (C1040)

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers. Wembley 6691/3903. (W4015/R)

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7750-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (W4017/R)

PORSCHE

A.F.N., Ltd.,
SOLE concessionaires for Great Britain, official repair and spares.—Falcon Works, London Rd. Lichfield, Staffs. Hounslow 011. (C2015)

CULHAM'S GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. (W4029/R)

Porsche Cars Wanted
PRIVATE purchaser needs low mileage 1,500cc convertible or might consider hard-top; lowest cash price please.—Box 7722.

1955 Lister Bristol sports, B.S.4 engine, disc brakes, just overhauled, ready to race; £1,595.—Tolworth, Ld., Kingston 6775. (C4041)

COOPER'S GARAGE (SURREY), Ltd., of Sarnborough (Tel. Elmbridge 3546) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. (W4021/R)

RAILTON

A.I. MOTORS (LONDON), Ltd.—1940 Stratton saloon, black, brown leather upholstery, fair condition; £170.

1938 Fairmile drop head coupe, excellent condition, all aluminium body panels by Cherrichat; £245.

1937 Light tower, 4/5-seater, in very nice condition, one owner since new; £225.—Tale Gallery 0192 and Vandyke 5111. (W4033/R)

GOOD Ralston required immediately.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 110. (W4003)

H. P. EDWARDS are keen to buy good Ralston cars and will pay excellent cash prices; distance no object.—Details please to 28-34, Upper High St., Epsom, Surrey. Epsom 9408. (W4001)

RENAULT

RENAULT cars spare parts, repairs and service. Renault Ltd., Western Ave., Acton, W.3. Acton 4656. (W4021/R)

1955 Renault Frogate saloon, late property works director; £475.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2265. (C1070)

CLAND & TABOR, Ltd., Welwyn Ry-Pan, Eerts. Welwyn 481-2-5, offer:—

1955 Renault Frogate, finished grey, low mileage, condition as new throughout; £350; maximum h.p. terms available. (C101)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Established 1909 offer:—

1955 Frogate 2-hr saloon, black or grey used only for demonstration purposes, taped, £350 each, another overhauled, new, £399.

1955 750 de luxe saloon, black or grey, demonstrated, sun roof and loose covers; £525 and £550 each.

1946 12hp saloon de luxe, black, taped; £225. (C4070)

1955 (May) 750 4-dr. in blue, low mileage, as new; £545; terms.—61, Beulah's Garage, Renault Distributors, Magdalen St., Colchester 2635. (W4045)

1939-40 Renault 6-cylinder coupe, first registered in '46, in very nice condition; £285.—A. J. Laid, 225-7, Eamessworth Rd., W.A. Riverside 6677-9. (C7043)

1955 Renault 750 de luxe saloon, 3,000 miles, heater, duo-tone interior, as new; £590.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3750)

1947 Renault 4-door saloon, black, roomy and economical; £295 or £325 deposit. Gray Motors, 180-184, West End Lane, N.W.5. Hampstead 6490. (C1021)

1955 (July) Renault 750, 6,000 miles, blue, fitted heater, etc.; £545.—Cox's Motors (Leicester), Ltd., Renault distributors 11/15, Condon St., Leicester, 0519/20653. (C1056)

1955 (April) Renault 750 saloon, extra, one owner, genuine 5,000 miles; £510.—Gibson's Sports Cars (Leicester), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highgate 375-4. (W4079)

RENAULT 750 1954 saloon, 15,700 miles only, immaculate 3-door finish, extra; genuine reason for sale; sacrifice; £445; terms arranged.—Mr. Oran, 67, Hogg Lane, Northfield, Birmingham. Tel. Oran 3360. (W4008)

RENAULT Cars Wanted
WANTED, Renault 750.—Write/phone B'head 1497, Taylor, 36, Hamilton St., Birmingham. (W4077)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

CHIPSTEAD MOTORS, Ltd., offer—

£575—1936 most beautiful H. J. Mulliner sports saloon, radio, heater, demister, discs, bumpers, spare lamp, etc., black, beige, exceptional condition.

£465—Mulliner 25hp 1935 sports saloon with boot, radio control, bumpers, heater, etc., bargain.

30hp 1936 hard head coupe, very attractive, £675.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0552/7253/7154. (C1046)

K NIGHTSBRIDGE MOTORS, Ltd., offer—

1936 delivery Rolls-Royce P11 Continental 8M chassis fitted with delightful 4-door 2-door sports saloon by Hooper, excellent history.

1936 delivery Rolls-Royce 25/30, fitted with unique razor-edge scapula de ville, coachwork by Windover, basket finish below waist line, outside carriage lamps, beautiful chassis.

1937 delivery Rolls-Royce P11, fitted superbly contoured sports saloon by Gurney Nutting.

1939 delivery Rolls-Royce P11, fitted with streamlined convertible coachwork by Park Ward, very small mileage.

1. Roberts Mews, Lonsdale Pl., Belgrave Sq., London, S.W.1. Biscan 4066. (C1036)

SWANMORE GARAGE, Ltd., Bournemouth.

£695—Rolls-Royce 20/25 saloon by James Young, exceptional condition.

£645—Rolls-Royce 20/25 by Thrupp & Maberly, extremely pretty car.

£345—Rolls-Royce 20/25 limousine (face forward) with guaranteed 28,000 miles, supplied and maintained by us, radio, heater, and many extras, very beautiful car, £3,500, h.p. facilities and part exchange.

SWANMORE GARAGE, Ltd., 1176-1180, Chichester Rd., Bournemouth (Southbourne 3354). (C1034)

JACK OLDING & Co. (MOTORS), Ltd., offer—

1951 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, blue and grey with grey leather upholstery, £2,500. (C1030)

AUDLEY HOUSE, North Audley St., W.1. Mayfair 3242. (C1030)

HEARSES, Hearses, Hearses. From £1450 complete.

L.P.E. & SAUNDERS (COACHBUILDERS), LTD., Station Approach, Keo Gardens, Richmond 1161. (C1102)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer—

1952 Silver Wraith Freestone & Webb owner-driver sal., built to a special specification, battleship grey, red hide, 28,000 miles, supplied and maintained by us, radio, heater, and many extras, very beautiful car, £3,500, h.p. facilities and part exchange.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6265.

SERVICE—Works and Stores: Barnsdale York, 8 Egin Ave., W.9. Cunningham 5956. (C1010)

EXCELLENT 1929 twenty saloon: £120—Adams, Great Gidding, Huntingdon. Winwick 216. 1704

MASCOT MOTORS, Ltd., the firm with service before sale, offer the following—

1939 Rolls-Royce Wraith 7-seater limousine, forward occasional, leather throughout, £1,750.

1936 25hp 2-door fixed head coup; £625.

1933 20/25hp Windover sports saloon; £425.

1927 20hp with 1929 Southern Motors sports saloon body; £475; and many others under-lying credit on R.R.

237 20hp 1251—Rd., Ledbrooke Grove, W.10. Ledbrooke 1251—Rd. (C1030)

1928 Rolls-Royce 20hp black Weyman saloon, converted owner-driver; £100 o.n.o.—Box 7950.

ROLLS-ROYCE 20/25 1936 sports saloon, extensive overhaul, taxed; £650.—Dr. Bartlett, Saffron Walden 2327. (C1030)

WRAITH, 1936, H. J. Mulliner semi-racer edge, owner-driver, black beige, low mileage, 17,000, whole car immaculate; £1,525.—Box 7953. (C1030)

1933 Rolls-Royce 20/25 7-seater Hooper limousine, good condition; £285 or offer.—Garston (Watford) 3021. (C1030)

FOR sale, Rolls-Royce, 1929 model, overhauled by makers, 1947; offers invited.—Rind, Baily End, Ford St., Thetford, Norfolk. (C1030)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. (C1030)

ROLLS-ROYCE 1929 20/22 owner-driver saloon by Hooper, running condition but generally very rough; £55—G.F.S. Car Sales, 369, St. Albans Rd., Watford. Tel. Garston 2569 or 2694. (C1030)

£444—1934 Rolls-Royce 20/25 sports saloon, better, outstanding, large, definite looks worth £700 or £300, choice 3 other Rolls-Royce cars.

LAMBS OF WOOD GREEN (Established 1897); 100 L guaranteed cars, exchanges, hire purchase.—421-423 High Rd., Finchley (East Finchley Underground), Finchley 6222. (C1053)

1934 (September) Rolls-Royce 20/25 saloon, 2-tone grey, recent repair bills for £500; £465.—Park Garage (Molesey), 124 Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C1037)

1924 20hp saloon by Park Ward, primrose/black, good tyres, good (heavy duty) battery, good heater, good gear, seen Westminster; £120.—White, Whitehall 2564 or Lee 5570. (C1030)

A & S—Guaranteed Wraith Limousine, 1929 private owner, Hooper, swept tail, with built in boot, wide face forward seats, history available, £1,475.

1938 25/30hp swept tail 7-passenger Limousine, face forward seats, cloth in rear compartment, one titled owner, mileage 77,000, history available, £520.

1937 25/30hp swept tail Thruon Limousine, full width occasional, 72,000 miles, £550.

L.P.E. & SAUNDERS (Limousine Purchase) Ltd., 1176-1180, Chichester Rd., Bournemouth (Southbourne 3354). (C1006)

ROLLS-ROYCE

1934 (Sept.) owner-driver 20/25 saloon, roomy boot, spacious interior, and other modern features, prices.—Claude Bargonne & Co., St. Peters Rd., W.6. Riverside 7644. (C1030)

1932 Rolls-Royce 20/25 limousine, black with beige leather interior, face-forward occasional, taxed; £365.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 3692. (C1019)

1933-4 Rolls-Royce 25hp, in first-class condition throughout, we are instructed to offer at ridiculous price of £295 for quick sale.—Saunders Assoc. & Co., Wickham Rd., Bournemouth. Tel. 1959. (C1053)

IMOUSINES. 30hp late 1936 swept tail, leather throughout, forward occasional, £585; also 1934 hooper 20hp, beautiful chassis, carefully maintained, £435.—Victoria Garage, Edgware Rd., Cricklewood, Gidstone 3029. (C1103/1)

1951 Rolls-Royce Silver Wraith 6-light limousine by Park Ward, electric division, forward occasional, left hand steering column seat change, owned by Ambassador, lavishly equipped, mileage only 18,500, £3,575.

GEORGE NEWMAN & Co., 368, Euston Rd., London, N.W.1. Eux 4466. (C1023)

1936 Rolls-Royce 25hp owner-driver 4-door 4-light saloon with large boot, superlative condition throughout, one owner, late 1936 model, similar specification; exchanges;—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1937 Rolls 50hp touring limousine by Barkers, numerous extras including heater, leather covers, Brooks trunks in magnificent condition, chauffeur kept, genuine 32,000 miles, Rolls Certificate, looks an unused car; £1,500.—Wrie Box 7951. (C1010)

1949 Rolls-Royce Silver Wraith H. J. Mulliner Sedan, active 6-cylinder, 4-door, 120,000, leather throughout, capacious boot, many extras, left-hand steering, column gear change, owned by ambassador, mileage 47,665; £1,500.

GEORGE NEWMAN & Co., 368, Euston Rd., London, N.W.1. Eux 4466. (C1023/1)

OWNER-DRIVER (November, 1937) 6000 50hp sports saloon, roomy boot, mileage 61,000, good condition, exceptionally attractive coachwork, lavishly equipped, carefully maintained; £385.—Woodbury, Sheen Common Drive, Richmond. Prospect 4531. (C1103)

ROLLS-ROYCE 1933 20/15 4-door 4-light sports saloon with rear boot by Windover, a very genuine car in excellent condition, possibly the best example of this year still available at £425—G.F.S. Car Sales, 369, St. Albans Rd., Watford. Tel. Garston 2567 or 2694. (C1031)

XXX 1936 Rolls-Royce 20/25 with most attractive Gurney Nutting sports saloon, black and blue with blue leather, sliding roof, discs, bumpers, beautiful lines, Rolls-Royce service history available; £725; terms; exchanges;—Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (C1003)

20/25hp (1931) one titled owner from new, R.R. history from new, rebored this month and not yet run, a superb semi-touring carriage of this year still available at £425—G.F.S. Car Sales, 369, St. Albans Rd., Watford. Tel. Garston 2567 or 2694. (C1031)

£485—1935 (April) Rolls-Royce 20/25 owner driver 4-light saloon, dark blue and black blue leather, this lovely little car is one of the best we have had, late property of well-known Harley Street doctor, this car combines elegance and economy (about 20 mpg) and represents an investment at this figure. Any trial or inspection; exchanges, deferred payments;—R. S. Wood (Cars), Ltd., 42, Queen St., Maidenhead 3431-2. (C1011)

1935 Rolls-Royce 20/25 H. J. Mulliner Sportsman's drop head coupe; this car is in really magnificent condition, finished in two shades of grey and literally bombproof, the interior is unobscured in grey leather also unblemished; we have just fitted new best quality Mohair hood with new interior roof-lining fitted. Bored, all new tyres, A.C. taxed, loose covers to the F.P. seats; this car must be without doubt one of the best pre-war cars available for sale in England, a superb value, a superb open-top boot and most beautiful lines; one lady owner for last 11 years (only used occasionally); this car must be seen to be appreciated £1,795.

MAIDSTONE ENGINEERING Co., Smethurst St., Maidstone, Kent. 6. Pen. 3457. (C1030)

ROLLS-ROYCE Cars Wanted

CAR MART, Ltd. official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly) Oro. 3434 (0970-R)

LATE model Rolls-Royce required, must be pretty body.—T.H. Coventry 63349. (W4088)

WE are interested in purchasing good post-war Rolls-Royce cars, H. J. Mulliner, Ltd., 17, Bedford St., London, W.1. Tel. Mayfair 9060. (W5052)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube) N.W.5. Ham. 6041. (W4016-R)

A & S Wraith Limousines required urgently, also 20/25 or 25/30hp, highest prices for genuine vehicles.

L.P.E. & SAUNDERS Providence Court, North Audley Street, Mayfair 2641. (W1009)

DUNCAN HAMILTON & Co. agents require good Rolls-Royce cars.—35, High Rd., Hymet, Surrey. Byfleet 3101 by day and night. (W1091)

WE are open to purchase any type pre-war Rolls-Royce car, complete or otherwise, complete, Western St., Crystal Palace, S.E.19. Livingstone 3362. (0545/R)

JACK OLDING & Co. (MOTORS), Ltd. purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5643. Open 7 p.m. (W5030)

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce cars, models with owner driver, coachwork.—237, Kennal Rd., W.10. Ledbrooke 1251-2. (W3007)

Rolls-Royce Cars Wanted

THE SOUTHERN MOTOR Co. are interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (0590/R)

H. P. EDWARDS are keen to buy good Rolls-Royce cars and will pay excellent cash prices, distance no object.—Details please to 154, Great Titchfield St., London, W.1. Tel. Langham 0012. (W4003)

Rolls-Royce Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Faxman 2223 (5 lines)

JACK BARCLAY (SERVICE), Ltd. Danvers St., Chelsea S.W.3 (near Battersea Bridge) 181022/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS 18, Berkeley St., W.1. Mayfair 6265.

SPARE parts.

SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5956-7-8. (0814/R)

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce/Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 3330. (S1030)

ALL spares for 20 and 25hp Phantom I and II Phantom II chassis, also recommended replacement engine, guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. (054/R)

ROVER 10

1946 (October) Rover 10 6-light saloon, this car is in really superb condition throughout and if this model was made today could very easily be taken for a 1955 car, recommended engine, all new tyres; this is a genuine one-owner really specimen example, and has been maintained regardless of cost, please do not confuse with the average 1946 car, maintained correctly, this car will last a lifetime, £440.

MAIDSTONE ENGINEERING Co., Smethurst St., Maidstone, Kent. 6. Pen. 3457. (C1030)

ROVER 12

1947 Rover 12 saloon, faultless; £200.—Barnsdale, 6, Queensway, W.2. Barnwater 0155. (C1015)

£295—1935 Mo or 12 de luxe saloon carefully used, looks and runs like 1947 motor car.—Beauw.

£395—1946 Rover 12 de luxe saloon only 8 LAMBS OF WOOD GREEN (Established 1897)—100 L guaranteed cars, exchanges, hire purchase.—421-423 High Rd., Finchley (East Finchley Underground), Finchley 6222. (C1053)

£359—1946 Rover 12 de luxe saloon, immaculate, any trial.—G.F. (Salham), Ltd., 2c, Salham Hill, S.W.12 (100 yds. Clapham South Tube) 1107-8-9. (C1030)

225—Rover 12 1938 de luxe saloon, sliding head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1018)

ROVER 14

1947-8 Rover 14 sports saloon, finished in unimpaired, fitted radio, a really excellent example, £625.

MAIDSTONE ENGINEERING Co., Smethurst St., Maidstone, Kent. 6. Pen. 3457. (C1030)

1947 Rover 14 saloon, excellent order, coachwork immaculate, black/maroon interior, £775.—The Bucks Motor Co., Ltd., Aylesbury 164-5. (C1030)

1937 Rover 14, good mechanical condition, body fair; £135.—5, Summerland Gdns., Murrell Hill, N.10. Tudor 6073. Friday 0235. (C1030)

1939 Rover 14 6-light sun saloon, in good condition generally, any trial; £255 o.n.o.—Chapleur, Garthlands, Reigate Heath. Reigate 4306. (C1030)

ROVER 16

1939 60 Rover 16 saloon in superb original condition, heater, seat covers, written guarantee; £265.—Newbury Cars, Murrell Hill, N.10. Tudor 5396. (B051)

1947 (September) Rover 16 de luxe saloon, beautiful coachwork in deep maroon, mauve tone covers, genuine small mileage, mechanically faultless, radio, heater, taxed, one owner, magnificent specimen; £425.—Kestler 1, Lamballe Place, N.W.5. Primrose 2657. (B049)

ROVER (40, 75 and 80)

CAR MART, Ltd.

1953 Rover 75 saloon, heater, black with fawn leather upholstery, £1,000.

CAR MART, Ltd., 16, Oxbridge Rd., Ealing, W.5. Ealing 6600. (C1050)

BENTALLS, Ltd.,

1951 Rover 75, green with grey upholstery; £675.—Kingston-on-Thames Kingston 1001. (C1055)

SAUL & SLATTER, Ltd., offer—

1955 (May) Rover 60 saloon, black/red, radio, covers, etc., immaculate condition, 2,000 miles only.—46, Aldersham Hill N.13. Tel. Palmers Green 3631-2-3. (C1000)

MORRIS MOTORS, Ltd., offer—

1954 Rover 75, black with red interior, radio; Ace Rimmelbushers, etc., 18,000 miles.

1953 Rover 75, two-tone grey, radio, etc., 28,000 miles.

1952 Rover 75, black; Ace Rimmelbushers; twin spotlights, etc., 30,000 miles.

MORRIS MOTORS, Ltd., Rover Distributors, 41/47, Frederick St., Cardiff. Tel. 50731. (C1133)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)
CEIPSTEAD MOTORS, Ltd., offer—
1954 model, black, red leather, beautiful condition; 6,995.
CEIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1049)
COMPTON & FULLER, Ltd., offer—
1948 (November) Rover 75, one owner, radio, a really excellent motor car; £475.—Aden Parade, Emsay, Kent, Beckenham, Sec. 3570. (C1110)
SEYMOUR & CLEMENTS, Ltd., offer—
1955 Rover 90 saloon, black, red leather, one owner, beautifully kept and maintained; £1,125.
1950 Rover 75 saloon, black, green leather, one owner, wireless, heater etc. unmarked. £650.—38, Watford Way, Hendon Central, N.W.8. Hendon 2146. (C1407)
DUNHAM & HAINES OF LUTON offer—

1955 Rover 60 saloon, black/grey, 5,431 miles only.
1954 Rover 90 saloon, black/red, 12,000 miles, one owner.
W have a large selection of used Rover 60, 75 and 90 saloons available. Telephone Luton 2100/1 for further information and delivery dates for new Rovers.
DUNHAM & HAINES, 48, Castle St., Luton, Beds. (01479)

HENDON CENTRAL GARAGE, Ltd., offer—
1951 Rover 75 saloon, fitted heater, taxed in immaculate condition; £615.—Watford Way, Hendon Central, N.W.8. Tel. Hendon 8064-5. (C1034)
1950 Rover 90 saloon, 8,000 miles only; £1,275.
BRITISH & COLONIAL MOTORS, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Ad.) Leicester Square Tube Station, Temple Bar 3598. (C1027)

1953 series Rover 75, black/tan; £825.—Below.
1954 series Rover 75, black with blue upholstery, radio; £1,040.—Below.
1953 Rover 75, black with green upholstery; £995. Odson Motors, Ltd., Bar 1144. (C1028)
1955 Rover 90 saloon, two owner, practically new; £1,250.
LMB MOTORS, 142, Malmesbury Park Rd., Bourneville, Birmingham B367. (C1060)

1950 Rover 75 saloon, finished green, heater and extras; £650.
PARKERS (MANCHESTER AND BOLTON), Ltd., Deansgate, Manchester, Des. 4507. (C1052)
1953 Rover 75 saloon, Radiomobile radio, etc., specimen car, 4 months' written guarantee.
GREEN & JONES, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3525-6. (C1042)
1954 (Oct.) Rover 90 saloon, two owner, genuine 7,000 miles, Nipco condition; £1,125.
RIPPO, Ltd. (Rovers purchased), 16, Albemarle St., A. Mayfair, W.1, Hyde Park 2502-3-4. (C1052)
1954 Rover 60 saloon only, one owner; £625.—Cedar Service Station, Ltd., Fareham 2277. (C1094)

1948 (May) Rover 75, P.111 model, grey with blue hide, a fine example of this renowned model; £500.—Robbins, East Putney, Tel. 7881. (C1010)
645 gms.—Rover 75, December, 1951, P4 de luxe saloon, leather, heater, one owner, exceptional, terms, exchange.—R. and S. Smith, below.
495 gms.—Rover 75, 1949, de luxe saloon, grey, sliding head, leather, i.s., radio, heater, one owner, excellent condition, terms, exchange, list, open 9-7 every day and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6081. (C1041)

1954 Rover 90 saloon, radio, heater, 10,000 miles, one owner, black/red, as new; £1,070.—Salmons Garages, Ltd., Temple Bar 3538. (C1029)
PRIDE & ARNOLD, Ltd.—1951 Rover P4 saloon, 19,000 miles, radio, heater, one owner; £648.—237, Brixton Hill, S.W.2. Tel. 3564-5. (C1068)
1948 Rover 75, excellent condition throughout, fitted radio and heater, 58,000 miles; £500.—Box 7927. (C1061)

1956 Rover 75, black/maroon, works mileage, passed to H.R.—159, Watford Rd., Chesham, field, Tel. 3709. (C1078)
1948 75 saloon, very carefully used, immaculate in black and ivory; £555.—Sargant & Collins, Bromley, Imperial 2242. (C1075)
1951 (April) Rover 75 saloon, colour black with green leather upholstery, radio, one owner; £650.—MacVitie, Weymouth, Tel. 300. (C1081)
1953 Rover 75 saloon, 2,895, and 1948 Rover 75 saloon, £510, exchanges, etc.—Autowork, Ltd., Southgate, Winchester, Tel. 4665. (C1010)
1951 Rover 75 P4 saloon, ivory/red leather, rim, embellishers, etc., most attractive car; £660.—T. B. Breen, Ltd., High Rd., Whetstone, Hill 7741. (C1076)
1953 (Sept.) 90 convertible, low mileage, radio, heater, immaculate; £795.—Tolworth Motors, Ltd., Kingston By-Par, Tolworth, Elmbridge 2254. (C1081)
1954 (April) Rover 60 saloon, green, green hide, 15,000 miles, almost indestructible from new; £930.—Robbins, East Putney, Tel. 7881. (C1010/1)

AZ MOTORS offer 1945-50 (November) 75 saloon (mostly immaculate, one owner, fitted radio, heater, 5 new tyres, unquestionable opportunity; £495/11.—Falmerton Rd., N.W.6. Mal. 4723. (C1011)
1951 Rover 75, black, with red interior, 42,000 miles, fitted heater, superb condition throughout; £675.—Werbiside Automobiles, Ltd., Queen's Rd., Weybridge, Tel. 77988. (C1078)
1954 (August) 90, 14,000 miles, duo grey, one owner, immaculate, choice of two; £1,065.—Tolworth Motors, Ltd., Kingston By-Par, Tolworth, Elmbridge 2254. (C1081)
1953 Rover 75 saloon, green/green, heater, immaculate; £765.—part exchanges, deferred terms.—Mills Service Ltd., Service Station, Epsom Square, Kensington, London, W.8. Western 2268. (C1094)
ROVER 75 saloon, 1953, colour smoke blue with blue hide upholstery, delivery mileage only, £100 under list price; exchanges and h.p. facilities.—Millon Motors, 258, Deansgate Manchester, 3, Blackfriars 5525. (C1067)

ROVER (60, 75 and 90)
ROVER 75 late '52, 21,000 miles. Rover maintained, perfect condition; £770.—Wat. 6984. (C1074)
1955 Series Rover 50, black, red leather, very low mileage, one engineer owner who took every care in running it and maintenance; £1,055.—O. E. Harper, Ltd., London Rd., Slievebarn, Herts, Tel. 700. (C1096)
1954 Rover 90 saloon, black, red leather, small mileage, one owner, as new, fully guaranteed, bargain; £995.—Silverstone Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C1011)
RUSE & YOUNG offer—1954 Rover 75 saloon, an immaculate low mileage example, finished in suede green; £325.—65-69, Starnold Avenue, Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464 & 5152. (C1037)
1954 (September) Rover 90 saloon, 9,000 miles, spare unused, radio fitted, screen washers, etc., one private owner, car indisputable from new; £1,055.—Miss Griffin, 9, Cambray Court, Chesham 52350. (C1092)

1954 (June) Rover 90 saloon, duotone grey, grey leather, H.M.V. push-button Radiomobile, heater, fog lamp, screen wash, one private owner, 14,000 miles only, a beautiful example; £1,095.
McKINNON MOTORS, Ltd., Langham Huse, 3, St. Dunstons Rd., Wallington, Surrey, Established 1936, Tel. Wallington 3604. (C10303)
XXX 1948 (September) Rover 75 P3 sports saloon, saloon, sliding roof, heater, free wheel, really beautiful one owner car, written guarantee; £465; terms, exchange;—H. F. Edwards, 154, Great Titchfield St., London, W.1. Tel. Langham 6012. (C10303)

Rover (60, 75 and 90) Cars Wanted
COOMBS & SONS (GUILDFORD), Ltd.,
URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Postmouth Rd., Guildford, Tel. 52901. (0944/R)

LAND-ROVER
EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. (0185/R)
BOON & PORTER, Ltd.,

1954 (Sept.) Land-Rover with canvas tilt, 15,000 miles, magnificent condition; £435.
CASTELNAU, S.W.13 (Hammersmith Bridge), Riv. 4444. (C1022)
G & M ALFREDE (1956), Ltd.—1955 series Land-Rover hard top, 15,000 miles, 2 spares, privately used only; £495.—6-7, Warren St., W.1. Euston 4444. (C10105)
HARVEY HUDSON, Ltd., The nation-wide Land-Rover specialists offer the following selection of late model Land-Rovers; 6 months guarantee; hire purchase.

1955 Land-Rover pick-up signals, 900 miles, signals, unmarked; £585.
1954 Land-Rover, 14,000 miles, one owner, exceptional condition; £475.
1952 model Land-Rover, 21,000 miles, one owner, heater, signals, mats and seats in rear, fog lamp; outstanding condition; £345.

COUNTRY enquiries welcome, representatives for all districts.—High Rd., South Woodford, London, E.15. WANTED 0959. (C10359)
LAND-ROVER, 1952, 1,997cc. one owner, private car, scrupulously maintained, excellent condition, link mating, 3 excellent tyres, two wipers, sprays, transfers, genuine private sale, private H.P. terms arranged; £290.—Small, Kelso, Cheshire. (C10359)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover, Hampstead (Tube), N.W.3. Ham. 6041. (C1041/R)
HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers, country enquiries welcome.—High Rd., South Woodford, London, E.15. WANTED 0959. (C10359)

ROVER MISCELLANEOUS
HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
HENLY House 265, Euston Rd., N.W.1. (Euston 2287)
DEPOTS at—
MANCHESTER (Blackfriars 7843).
Bristol (Bristol 21326).
Bournemouth (Bournemouth 6314).
NORTHAMPTON (Northampton 9071).
CAMBERLEY (Camberley 77).
HOUSELOW (Houselow 5454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Galliver 4141).

HENLYS, Ltd., England's Leading Motor Agents
BEARDS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston 3348. (C1090/R)
Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (C1041/R)
BIRMINGHAM.—Post-war Rovers, distance no object.—Station Motors, Ltd., 71, Broad St., Midland 2437. (C1014/R)
WANTED, nearly new Rover, distance no object, details and price, Rover & Zions, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3525-6. (C1045/R)

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011; 3, Dorking Rd., Epsom Surrey. Epsom 3931. (C1045/R)

Rover Spares and Service
DISMANTLING for spares nearly all models 1932/1940.—Wardle Motor Stores, Walsley, Tel. 4151. (C1074)
LEATHWOODS GARAGES, Ltd., 203, St. James's Road, Croydon, Tel. 1222. Main Rover dealer; Croydon 0219/R
GULLIVER ENGINE SERVICE.—Rover 12 and 1400 cc. reconditioned exchange engines.—30, Highgate Rd., N.W.5. Gulliver 4604. (C1052/R)
EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon, Tel. 0163-4-5. (C1047/R)
LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. (C1047/R)
DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Chesham Hill Rd., Manchester, 8, Tel. Blackfriars 2305. (C1056/R)

SIMCA
ARONDE 1954 saloon, 22,000 miles, tailored loose covers, one owner; £525.—J. W. Senior, Wicker Lane, Sheffield. (C10781)
1955 Simca Aronde, 8,000 miles, radio, immaculate; £695.—Tolworth Motors, Ltd., Kingston By-Par, Tolworth, Elmbridge 2254. (C10481)
ANTHONY CROOK.—All new Simca models on show; used cars in stock; specially equipped works for after sales service.—Sales: High St., Esher, Surrey (Tel. 4590). Service: Kaber Rd., Hareham, Surrey (Watson-Whymers 897).
SEVERAL low-mileage mod. 1953 ex-demonstration cars available, a few new shop-soiled 1955 Arondes also available, on some the full 3 months' guarantee applies.—Write: Fiat (England), Ltd., Water Rd., Wembley, Middx. or Tel. Perivale 5651. (C1065/R)
1954 Simca Aronde, in superlative order and condition, works fitted, radio, heater, leather covers, specially tuned engine giving 90 m.p.h. with 28.50 m.p.g.; £625; terms, exchange.—Cortis Garage, Gordon St., Blackpool, Tel. 25538. Night, St. 7311. (C1065/R)

GRAND LARGE saloon, 1954 (1953 Show model), 1-12121 cc., appearance, chassis, excellent, holding, acceleration, whitewall tyres as new, heater, seat covers, Ace Rimwellshires, screenwash; £690; terms, exchange.—10, Winchester Mews, N.W.3. Tel. 7352. (C1065/R)
SINGER
CLUBMAN AUTOS, Ltd.,

1947 Singer Roadster 4-seater sports, black with red leather, all good tyres, excellent condition throughout; £285.
138—142, High Rd., Tooting, S.W.17. Bal. 2484. (C10195)
BRADSTOCK MOTORS, Ltd., offer—

1955 Singer Hunter saloon, twin carburetors, central gear change, duotone silver-blue, blue leather, used solely as demonstrator, mileage 6,000, perfect condition, virtually as new, unparalleled opportunity; £825.—Chase Rd., Epsom 5696-7. (C10190)
SINGER S.M. 1950 model, blue, exceptional condition, terms arranged; £399/10.—Gladstone 3501. (C10190)
SM1500 1950, resprayed beige, covers, heater, 6415.—Str 5871 evening. (C10190)

AREA dealers, new and used models always in stock, spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774). (C10743)
1951 Singer 4-seater sports, blue, in really superb side screens just fitted; £1,215. (C10743)
PARADE MOTORS (MIDLAND), Ltd., 66-67, Monarch Parade, Mitcham Tel. Mitcham 3392. (C10350)
CASSIDY'S MOTOR MART.—1953 (Sept.) Singer SM1500 saloon, grey, heater, 12,000 miles, one owner; £750; written guarantee.—5, Warren St., W.1. Eua. 4110. (C1040)

ROSE & YOUNG, Ltd., offer 1955 Singer Hunter saloon, 5,000 miles only, leather upholstery as new, blue; £795.—65-69, Starnold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. (C1056/R)

Singer Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. (C1041/R)
A. SAUNDERS requires S.M. 1500 saloons in part H. exchange for a new Austin.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (C1040/R)

Singer Spares and Service
THE Singer agents for spares, service, repairs.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.15. Riverside 8291. (C10754/R)
SINGER spares.—The London distributors give the best service from the largest stocks in Southern England.—Gordon Cars (London), Ltd., St. Alban Lane, Golders Green, N.W.11. Speedwell 470. (C1065/R)
MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors: Parkers, Ltd., Bradshawgate, Bolton (4050), and 176, Deansgate Manchester. (Deansgate 4057.) (C10740/R)

SPORTS CARS
MERCURY
ANNOUNCE the opening of their new services department specialising in M.G. and Morgan. Full service facilities, including complete mechanical overhauls, respraying, upholstery, hooding and re-chroming, crashed jobs repaired. Collection can be arranged at reasonable charges.
MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (C10314)
VINTAGE AUTOS offer—

£385—Lee-Francis 14hp 1947-9 sports saloon, radio and heater, excellent condition.
£365—Auto-Union, first reg. 1953, 2-litre 2-3 cabriolet, 59,000 miles, immaculate.
WE are open to 8.30 p.m. every night and all day for enquiries for inspection.
VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. (C10479)
£80—1956 model S.A. Scout open sports 2-seater, fitted, road condition.—Pe 7513. (C10479)
PERFORMANCE CARS, Ltd., Ot. West Rd., Brentford.—See full page advertisement on page 35. (C1041)

VERY special blown Lister-M.G. Q-type head, 13in. Girling hydraulic brakes, etc., winning car '47 Empire Trophy Race, excellent mechanical condition; offers around £270.—Uxbridge 2052. (C1025)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

- B & G MOTORS offer:**
£195—Talbot 10 sports saloon, positively superb appearance, really pretty car.
£175—Lagonda 4½-litre 4-door sports saloon, maroon, very smart.
£165—Avis 12 Pinckley sports 4-seater, green and chrome, new headlamps, spotless cellulose, new tonneau cover.
£150—M.G. 8hp P type open sports 4-seater, black, very smart.
£150—Austin 7 Nippy 2-seater, pale blue, really pretty.
£145—Wolsley Hornet special open 4-seater, spotless red.
£140—M.G. 8hp open sports 2-seater, black, slab tank, 2 casters.
£135—M.G. 347cc Montclair 2-seater, fitted F type engine, red.
£135—Singer 9 Le Mans type 4-seater, cream.
£130—M.G. 8hp open sports 4-seater, red.
£125—M.G. 12 L type open 4-seater, blue and cream.
£125—M.G. 12 L type open 4-seater, black.
£125—Singer 9 Le Mans type 4-seater; choice 2.
£125—Riley 9 Minx open 4-seater, black, fast.
£95—Wolsley Hornet 1½ Daytona 2/4-seater, cream.
£95—Singer 9 Le Mans type saloon, blue, 1936.

MANY others; easy terms.—R. & O. Motors, 194-8, M. Arling Road, Camden Town, N.W.1. Gulliver 3578. (C1019)

ROWLAND SMITH 8 for sports cars

- 745** gns.—Triumph TR2 1955 super sports 2-seater, heater, adjustable steering, one owner.
695 gns.—M.G. Midjet, 1955 TP 1500 2-seater, zipp tonneau, one owner small mileage.
475 gns.—Jowett Jupiter 1952 super sports 2-seater, heater, radio, heater, screen washers, small mileage.
345 gns.—M.G. Midjet, 1947 TC 2-seater, twin headlights.
325 gns.—Fraser Nash-B.M.W., 1933 model 2-litre 328 sports coupe, silver grey, red leather.
325 gns.—Bentley, 1948 2½-litre streamlined sports 2-seater, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1019)
LAGONDA Raper (a.c. "Lagonda")—Newbury Car Ltd. 3594.
SPRINT—No circuit unsuitable special supercharged Magnette X Drex-Davis sports result at cost of £500, winner of dozens of class awards at sprints and hillclimbs, unmarred throughout; £139.—Rudds, Central Station, London, W.1. (C1036)
CHILTERN CARS offer Alfa-Romeo Castagna four-seater drop head coupe, £245; Alfa Speed 25 Vanden Paa four-seater, £250; Aston Martin 1½-litre Le Mans s/c 2/4-seater, £285; Aston Martin 1½-litre sports saloon, £145; Bentley 3-litre Blue Label 4-seater, £175; Fraser Nash-B.M.W. type 35/323 2-seater, £295; Jaguar 3½-litre 88100 2-seater, £295; 1949-49 Les-Francis 1.767cc 2-seater, £385; 1939 Standard 12 saloon, £150; 1939 Triumph Dolomite 14/60 saloon, £165; terms, exchanges.—J. A. Waterhouse, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. (C1045)

Sports Cars Wanted

- R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)
H F. EDWARDS are keen to buy good sports cars and will pay excellent cash prices; distance no object.—Daily Mail, 25-34, Upper Hill St., Epsom, Surrey. Epsom 9400. (W2001)
TUNING, in circuit unsuitable special supercharged Magnette X Drex-Davis sports result at cost of £500, winner of dozens of class awards at sprints and hillclimbs, unmarred throughout; £139.—Rudds, Central Station, London, W.1. (C1036)

STANDARD 8

- H.P.O.**
1954 Standard 8, one owner, spotless black, blue interior, heater, like new; £445 or fair offer, terms, exchanges.
HIGHAM PARK GARAGES, Ltd., Berkeley Rd., Higham Park, London, S.E. Larkwood 7206, Sundays 2931. (C1068)
CAR MARK, Ltd.
1954 Standard 8hp saloon, heater, blue with red upholstery, £425.
CAR MART, Ltd., 352, Streatham High Rd., S.W.16, Streatham 0054. (C1039)
S. COOMBS, Ltd.

- 1954** (November) Standard 8, grey, fitted heater, one owner; £455; unique guarantee; terms: part exchanges, cars or motor cycles; 36-52, Dudden Hill Lane, N.W.10, Willesden 4969. (C1047)
PHILIP RICKARDS, Ltd. offer:—

- 1955** (July) Standard 8 de luxe saloon, black/red heater, 1,000 miles. Part exchange, deferred terms.—A. Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051)
1955 model Standard 8 saloon de luxe, heater, 7,000 miles. (C3056)
BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Ar.) Leicester Square (Tube Station). Temp's Bar 3098. (C1027)
1955 Standard 8 de luxe, heater, £525.—Edwards, 5, Chislehurst Ave., Finchley, N.12. (7822)
1954 December Standard 8 de luxe saloon, one owner, 9,000 miles only, fitted heater, £475. (C1028)
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open every day, 10 a.m. to 6 p.m. (C1028)
£495—Standard 8 1954 model, heater, 7,000 miles only, one owner, as new; many other cars.

- BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)
STANDARD 8 saloon, 1954, only 11,000 miles, many extras, terms.—21a, Harleson Rd. (7833)
1954 Standard 8 in black, heater, one owner, £415.—J. W. Dove, Ltd., 69, Broad St., Wembley S.W.19. Liberty 3456. (C1077)

STANDARD 8

- WELLINGTON GARAGE (HAWWELL), Ltd.** offer
1955 model Standard 8 basic saloon, grey, 11,000 miles guaranteed; £410.—Waxlow 4081. (7892)
1955-56 Standard 8 family saloon, works mileage; list price.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3188. (C3066)
PRIDE & CLARK, Ltd., 1954 Standard 8 saloon, low mileage, heater, from £425, 1953. (C3068)
1954 Standard 8 saloon, one owner, immaculate condition; £330.—Arnotts Garage, Ltd., Grange Rd., Willesden, N.W.10. Willesden 0161. (7543)
1955 8hp Standard saloon, one owner, 10,000 miles, £435.—L. G. Price, 107-9, Old Brompton Rd., South Kensington, S.W.17. Kensington 2477. (C2055)
1955 Standard 8 de luxe, heater, blue, 12,000 m.s., one owner, immaculate, taxed, guaranteed; A.15.—Bones Road Garage, Bones Rd. (North Circular Rd.), N.11. Bones Park 2264. (7240)
1955 de luxe, in grey, with red leather upholstery, a one owner very low mileage car, supplied by us; £535.—K. J. Motors, Ltd., Bromley, Rav. 3456. (8034)
£145—Standard 8 saloon 1939 (Nov.), mechanical only perfect, excellent tyres and body work and interior good, terms, exchanges.—Roberts, 193, Craven Rd., W.2. Pad. 2015/6. (7597)
1954 Standard 8 de luxe saloon, black, new interior, heater, other extras, 3,000 miles, one owner, as new; 3 months' guarantee; £485.—Trinity Cars, Ltd., 8 Side, Wandsworth Common, S.W.18. Vandyke 1169. (C4054)
425 gns.—Standard 8, late 1954 saloon, grey, twin wipers, small mileage, excellent condition. Sale of 3 Standard 8s, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Standard 8 Cars Wanted

- R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

STANDARD 10

- W** HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—
1955 Standard 10, grey with blue upholstery, heater, seat covers, spot lamp, ink mate, w.w. mirror, Underseal, mileage 9,500, one owner, excellent condition; £565.
W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C3042)
USSELL MOTORS offer:—

- 1955** Standard 10 10,000 miles, one owner, heater, leather, £565.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)
BIRKETT'S (FINCHLEY) offer:—

- 1955** Standard 10, blue, leather, heater, 10,000 miles; £545; written guarantee; terms, exchanges.
BIRKETT'S (FINCHLEY), 397-401, High Rd., East Finchley, N.2. Finchley 0332-3-4 any time. (7675)
BERKELEY SQUARE HOUSE GARAGE, Ltd. offer

- 1955** Standard 10 saloon, black, brown Vynde, heater, low mileage, as new; £535.
1955 Standard 10 saloon, green, brown Vynde, to excellent condition; £500.
BERKELEY SQUARE, London, W.1. Grosvenor 4545. (7997)

- 1955** Standard 10 saloon, extras, as new; £595; 3 months' guarantee; terms, exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. (C4054)
1955 (April) Standard 10, one owner, 6,500 miles; £575.—Crickwood 28. (7800)

- 1938** Standard 10 engine and gear box, overhauled completely, repolished, new carpets; £175.—Kirkdale Cars, Kirkdale, Epsomham S.E.26. (C2068)
545 gns.—Standard 10, 1955, saloon, heater, one owner, 4,000 miles, spotless, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6041. (C4018)

Standard 10 Cars Wanted

- R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

STANDARD 12

- AUTOMOBILE & AIRCRAFT SERVICES**, Ltd.
1948 Standard 12, an absolute specimen; £545.
MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7505 (5 lines). (C1106)
1948 Standard 12 saloon, black, exceptional condition throughout; £365; terms, etc.—Kingston 7136.

- £175**—1936 Standard 12 drop head coupe, new hood, excellent condition; terms.—Anton's, 5, Balham High Rd., Balham 1529. (C1009)
125 gns.—Standard Flying 12 1937, saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6041. (C4018)

- 1946** Standard 12 saloon, black with red leather upholstery, one private owner, original condition, excellent performance, taxed, £295; trade enquiries welcomed; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 276 and 9894. (C3059)

STANDARD 14

- D J. SHEPHERD & CO. (ENFIELD), Ltd.** offer:—
1948 Standard 14hp drop head coupe, grey and black leather interior, immaculate condition throughout; £299.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (4009)
£295—30,000 miles, 1948 Standard 14 de luxe saloon, immaculate, instruction book, etc., consider part exchange.—Hampstead 7871. (7626)

STANDARD 14

- £285**—1947 (September) Standard 14 saloon, black, excellent condition, heater, spot light, Haverstock Garage Haverstock Hill, N.W.3. Gulliver 2662. (C3039)

STANDARD VANGUARD

- NEWNHAMS**, Ltd.
1953 (Sept.) Standard Vanguard saloon, 6,000 miles, spotless, £605.
NEWNHAMS House, 235-237, Hamersmith Rd., London, W.6. Riverside 4846 (3 lines). (C3034)
H ASHART & CO. Ltd. offer:—

- 1952** (September) Standard Vanguard de luxe saloon, fitted radio and heater, low mileage and in beautiful condition throughout; £475.—102, London Rd., and High St., Epsom S.E.26-11/12. (C1041)

- A. SAUNDERS**, Ltd. offer:—
1955 Standard Vanguard saloon, black, blue upholstery, heater, recorded mileage 9,330, £685.
1953 Standard Vanguard saloon, grey, red upholstery, heater, £553.

- H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C3027)
1950 Standard Vanguard; £375.

- SCOTT CARS**, 341-347 Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)
PHILIP RICKARDS, Ltd. offer:—

- 1954** Standard Vanguard saloon, blue, heater, 25,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051)
BERKELEY SQUARE HOUSE GARAGE, Ltd. offer

- 1955** Standard Estate car, green, red trim, radio, heater, overdrive, windscreen washers, in showroom condition; £445.
BERKELEY SQUARE, London, W.1. Grosvenor 4545. (7997)

- 1952** Standard Vanguard saloon, radio, heater, unmarred; £465.
1954 Standard Vanguard, radio, heater, many extras, immaculate; £595.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3188. (C3066)

- CLAND & TABOR** Ltd., Welwyn Pk-Pass, Herts. Welwyn 491-2-3, offer:—
1951-2 Standard Vanguard estate, finished grey, heater, new engine recently fitted, excellent condition throughout; £530, maximum H.P. terms, as above. (C1001)

- 1953** Vanguard, green, heater, one owner; £530. Owen Motors, Ltd. Bar. 1144. (C3028)
1955 Standard Vanguard saloon, 6,000 miles, twin heater, taxed, one owner, price £700.
RODWELL'S MOTORS, Ltd., Woodside Garage, 7006 Womansell, Tel. 250/8. (C3066)

- 1949** Standard Vanguard saloon, grey; £545.—Hale Motors, Ltd. Tel. 7771 (4 lines). (C3077)

- 1949** (Aug.) Vanguard, black, heater, wireless, exceptionally nice condition; £525.—Crisp, Brandon, Suffolk. Tel. 302. (8014)

- 1952** Standard Vanguard estate car, radio, heater, low mileage, one owner, taxed; £525.—L. F. Dove, Ltd., Guildford Rd., Woking 1262. (C1078)

- 1955** (March) Vanguard, heater, 6,000 miles, in absolutely brand new condition; £685.—John Tru. Ld. Esher 2250. (C4036)
1955 Phase II Vanguard, negligible mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 5721. (C3006)

- 1953** (Oct.) Ph. II Standard Vanguard, black, red leather, heater, 19,000 miles, perfect.—After 7 p.m., Tel. Pri. 1282. (7610)

- 1953** Standard Vanguard, late Phase II, latest body styling, one owner, exceptional condition. £555.

- LMB MOTORS**, 142, Malmsbury Park Rd., Bournemouth, Bournemouth 33267. (C3090)
1952 (October) Phase I Vanguard, grey with grey interior, heater, one owner since new; Robins, East Putney, Tel. 7891. (C3010)

- £465**—Standard Vanguard 1950, special duo colour, full screenvisor, exceptional mechanically and appearance choice 2; many other cars.

- BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

- 1950** Standard Vanguard saloon, leather, radio and heater, low mileage, outstanding example, 3 months' guarantee. £585.
C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 2356 (5 lines). (C1061)

- £398**—Standard Vanguard, 1949, radio, heater, leather interior, excellent cellulose; many other cars.

- BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)
1952 Vanguard saloon, heater, very well maintained, guaranteed; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 9104. (C4055)

- 1949** Standard Vanguard saloon, radio, heater, hose covers, etc.; £335.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brighton, S.W.2. Tel. Tulse Hill 7106. (C4071)

- 1955** model Standard Vanguard, 6,000 miles, in very nice condition; £665.—Gordon Woodson, 48a, Drevett Rd., S.W.16. Streatham 8659.

- 1949** Standard Vanguard saloon, excellent condition, radio, heater, leather; £555.—Jacquier, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6677-8. (C2043)

- 1951** Vanguard saloon, black, heater, excellent condition; £595; exchanges, terms.—Palmer, 3, Russell Gardens, Kensington, W.14. Park 908 and 9365. (C3054)
1951 Vanguard, guaranteed mileage 9,000, heater, leather, loose covers, as new; £450.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4061)

- 1952** Vanguard, overdrive, heater, one owner, black, spotless condition throughout; £465; terms, exchanges.—Richards, 60, Carr, Ltd., 95, Emsworth St., S.W.1. Sloane 5424. (C3045)

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. It is a message of condolence to the people of the State of California, who had recently suffered a great calamity in the form of a fire which had destroyed the city of San Francisco. The President expresses his sympathy for the sufferers and offers his prayers for their recovery.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

CAR MARK, Ltd.

1955 Triumph TR2 2-seater sports, heater, red with beige upholstery; £735.

CAR MARK, Ltd., 183, Broadway Rd., Catford, S.E.6. Huber Green 1001.

CHC (TR2 buyers).

1949 one owner Triumph 2000 saloon, in black with beige leather upholstery, in outstanding condition; £365.—Cartwright Hamilton Cars, Ltd., 283, Kensington High St., W.14. Western 0307. (3004)

CARME AUTOS offer:—

1951 Triumph Renown saloon, a really first-class car, finished in black with brown leather, fitted overdrive and heater; £265.—Standard House, Southend, Croydon Surrey, Croydon 0266/6088. (1311)

CLANFIELD LAWRENCE offer:—

1953 Mayflower, immaculate throughout, grey, one fastidious lady owner; offered at £555.—407, High Rd., N.12, Finchley 0091. (C2053)

H. DEAR & Co., Ltd., offer:—

1949 (September) Triumph Renown saloon, in exceptionally good condition throughout; £450.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3341. (C1081)

CHARLES POLLETT Ltd., offer:—

1951 (Oct.) Triumph Renown, a very well-kept saloon, dark green, beige h.d.e., heater, speedo reading 17,000 miles, one owner; 3 mths. guarantee; H.P. and part exchange facilities; £575.

SHOWROOMS: 18, Berkeley St., W.1, Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 6956. (C2010)

CHIPSTEAD MOTORS, Ltd., offer:—

TR2 (Feb.) 1955, green/red, overdrive, heater etc. etc., chrome wheel rims, unblemished; £785.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Pinarum 0053/7255. (C1046)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Triumph Mayflower, first-class condition throughout, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Herford Rd., Enfield, Howard 1651. (C4008)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division.

1955 Wembley, Mids. Wembley 4422. (C4015)

£495!!!—1951 Triumph Renown de luxe saloon, beautiful condition, choice 2.—Below.

£485!!!—1953 Triumph Mayflower saloon, only one owner, small mileage, outstanding condition.

LAMBE OF WOOD GREEN, Established 1897, 123-125, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2052)

TRIMPH 1900 Roadster, repainted black, new hood, excellent condition; £395.—H. N. 1958. (C1017)

1949 2000 Roadster Luminia, grey with blue upholstery, excellent condition throughout; £450.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester, Tel. 25123. (C2090)

1948 Triumph 1900 Roadster, rebored; £395.—Montrose Motors, Epping New Rd., Buckhurst Hill, 1171. (C3088)

1953 Mayflower, green, heater, Ace Rimblehara, one careful user, guaranteed; £525.—Campbell Symonds, Wembley 6268. (C1017)

1952 Triumph Mayflower, black/red, heater, radio, 27,500 miles; £495.—Selmons Garages, Ltd., Temple Bar 3338. (C4029)

1948 Triumph 1900 Roadster, grey, good condition; £420.—K.1212—40, Broadwater Rd., Letchworth, Herts. (7823)

1952 Mayflower, leather, heater, loose covers, one meticulous owner; £450.—Sargant & Collins, Bromley, Imperial 2242. (C1036)

£445!!!—Triumph 2000 Renown, 1950-1, one owner, all '51 features, exceptional original condition throughout; many other cars.

BENIMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5026-7. (50 yds. Holland Park Tube). Exchanges, h.p. (C1017)

TR2 (July, 1955), 1,100 miles only, many extras, virtually brand new; £325.—Sargant & Collins, Bromley, Imperial 2242. (C1036)

AZ MOTORS offer 1955 Renown, really perfect; any examination; £425!!!—Palmerston Rd., N.W.6. Tel. M. 4723. (C1011)

TR1 Triumph Renown 2000 late 1949, black/tawn, excellent condition mechanically and otherwise; £415.—Popescore 4183. (8002)

£495!!!—1951 model Triumph Renown, black, beige interior, heater, magnificent order and only 25,000 miles.

£495!!!—1953 Triumph Mayflower saloon, grey, red leather, and heater, genuine one owner, and only 17,000 miles. Literally unmarked. G. A. Hall, Ltd., 302, King St., Hammersmith, W.8. Riverside 2831. (6821)

1952 Mayflower, black, fitted heater, low mileage, one owner; £425.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1083)

£395!!!—Triumph 2000 Renown saloon, 1948, smart razor-edge model in virtually original condition throughout, recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue: showrooms open until 8 p.m. (C1025)

1939 Triumph Dolomite drop head coupe, grey with brown upholstery, fitted radio; £150.—Newbury Motors, Ltd., Halesowen, Worcestershire, Tel. H. 1541. (3750)

1951 Triumph Mayflower, grey, radio, heater, a delightful car, written guarantee; £399.—London Cars, 392-6, Greenford Rd., Greenford, London, Wixion 2643/4407. (C3057)

TRIUMPH

1939 Triumph Dolomite Tickford coupe 14/60, will reply to good offers.—See 8005. (7964)

ARCHIE SIMONS & Co., Ltd.—1953 Triumph Mayflower saloon, grey/silver, one owner, immaculate; £445.—93, Gt. Portland St., W.1. Lan. 1343. (C4015)

1951 Triumph Renown saloon, overdrive, radio, heater, quartered throughout; £485; guaranteed.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex, Mol. 6109. (C4053)

1949 Renown 1900, two owners, specimen example, outstandingly good throughout; £375; terms, exchanges.—Richards & Carr, Ltd., 30, Kinnerton St., S.W.1. Sloane 5424. (C3045)

1955 TR2, one owner, 10,000 miles, pearl white with red upholstery, fitted with heater and H.M.V. radio, top and driving lamps (comau covered); £450.—W. de Wootth 2363 evenings. (7600)

1953 Mayflower, green, leather upholstery, heater, Fray water heater, under 20,000 miles, one private owner, perfect condition; £355.—Hills, Abbotwood House, Romsey, Hampshire. (8006)

1955 TR2, 11,000 miles, £130 of extras, radio, wire wheels, etc., finished ivory; £705.—Johnson & Brown, 283-270, High St., Bromley, Ravensbourne 8841-2. (C3073)

745s.—Triumph TR2, 1955, sport sports 2-seater, British racing green, heater, adjustable steering, one owner, exceptional, terms, exchanges.—Rowland Smith, below.

445s.—Triumph Mayflower, 1952 model saloon, Comet blue, blue leather, heater, screen washers, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

375s.—Triumph 1900 1946 Roadster coupe, grey, blue leather, new hood, excellent condition; terms, exchanges, lat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6241. (C4041)

1952 Renown in grey with radio, heater, loose covers and whitewall tyres, a one-owner car, supplied and maintained by us, in excellent all-round condition; £595.—K.J. Motors, Ltd., Bromley, Rav. 3586. (8006)

XXX 1955 (August) Triumph Renown saloon, absolutely immaculate, one-owner car, grey, blue leather, heater, written guarantee; £590; terms, exchanges; F. Edwards, 154, Great Titchfield St., London, W.1, Tel. Langham 0012. (C2003)

1952 (July) Triumph Renown, in gunmetal grey with red leather interior, fitted radio, heater and many extras, the cheapest Renown offered, immaculate, one ownership condition; £485, terms, exchanges.—Corner Garage, Gorton St., Blackpool, Tel. 26358. Night-Sat. Annex 03890. (C2088)

Triumph Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W4018/R)

PRIVATELY owned Triumph 3-143, Streatham High Rd., Tulse Hill 2768. (W2037)

PRIVATE TR2, XX, or similar, cash or exchange new Minor.—Dorking 2737. (7022)

J. H. BARTLETT will pay more for good TR2 (Triumph)—27, Pemberton Villas, W.11. (W4018/R)

MARSTON MOTORS Co., Ltd., for your Triumph—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. (0182/R)

H. F. EDWARDS are keen to buy good Triumph cars and will pay excellent cash prices; distance no object.—Details: please to 26-34, Upper Hill St., Epsom, Surrey. Epsom 9400. (W2001)

Triumph Spares and Service

TRIMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co. Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-4. (01918/R)

DISMANTLING for spares nearly all models 1932/1940.—Wards Motor Stores, Wallasey, Tel. 4151. (7066)

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war cars—161, Great Portland St., London, W.1. (01485/R)

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2 Tel. 29439. (0302/R)

TRIMPH spares for all post-war models; largest provision of stockists.—Hollinshead's Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3322). (0855/R)

COACHCRAFT offer:—

£295.—1952 Ford 10hp Martin Walter 7-seater Ullitcon, fold flat seats, one owner only, exceptional condition throughout, A.A. or R.A.C. inspection invited, 3-month mechanical guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

METROPOLITAN MOTORS.

HILLMAN, Number, Sunbeam, Commer.

SEPTEMBER (1955) Bedford Dormobile, works mileage only; £775.

1948 Ford 7-seater Ullitcon; £225.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 2000. (C2090)

A1 GARAGE, Ltd., offer:—

1953 Ford Zephyr with new Abbott estate car conversion, one owner, 20,000 miles, specimen car, fitted heater, leather washers, wire mirrors; £285.—12-16, Chiswick Place, Earle Court Rd., E. W.5. Tel. Fremantle 8161. (6134)

H. A. SAUNDERS, Ltd., offer:—

1953 Bedford Dormobile, grey/red upholstery, heater, recorded mileage 7,440; £625.

H. A. SAUNDERS, Ltd., 196/192, High Rd., North Finchley, N.12, Hillside 3272 (3 lines). (C2027)

UTILITY CARS

R. ROWLAND SMITH'S for utility cars.

645s.—Morris Minor 1955 model Traveller, radio, heater, overdrive, loose covers, one owner, small mileage, spare unused.—Below.

575s.—Hillman Minx 1953 Phase VI Estate car, grey, fold-high rear seating, radio, heater, passlight, screen washers, one owner, exceptional, terms, exchanges; lat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6241. (C3018)

800 miles old.—Ford Squire, free service, anti-rust, heater; £710.—G. Guy HUL 3772. (8061)

WEST LONDON MOTOR MART, Sutton 40.

Brentford, Middx. Tel. Ealing 6842.

FORD V.8 utilities: choice of 30 from £100.

MORRIS 10hp utilities/pick-ups from £100.

HILLMAN 10hp utilities/pick-ups from £100.

AUSTIN 10hp utilities/pick-ups from £100.

STANDARD 12 utilities/pick-ups from £100.

MOBILE 1-ton Stanley crane (Fordson Major).

FORDSON Major dampers: prices on application.

3 MONTHS' written guarantee: immediate insurance arranged, hire purchase, terms and part exchanges.

1953 Bedford Kenex 12-seater vehicle, ideal for passenger or goods carrying; £475.

1952 Fordson estate car, suitable for 7 people, bench seats folding into floor; £275.

1951 Lea-Francis shooting brake 4-door, coachbuilt bodywork in excellent condition; £450.

FERRARIS OF CRICKWOOD, Ltd., 209-220, Cricklewood Broadway, London, N.W.2. Gaudstone 2234. Oper. week-days 8 a.m. to 6 p.m. (C2008)

1952 Standard Vanguard estate car, radio, heater, low mileage, one owner, taxed; £525.—L. F. Dove, Ltd., Guildford Rd., Woking 1262. (C1078)

BUNTING MOTOR EXCHANGE for Utilities, all makes Bedford specialists, list on request.—Barnfield Lane, Harrow, Tel. 6255-6. (0021/R)

AZ MOTORS offer 1951 Vanguard utility, record-built engine, heater, heater, silt, £525!!!—Palmerston Rd., N.W.6. Tel. Mal. 4723. (C1011)

1955 (June) Bedford Dormobile, 5,500 miles, beige maroon upholstery; £685 or offer.—Wah, 5284. (8069)

1950 Lea-Francis estate car, excellent order throughout; 36,000 miles; £330 or offer.—Tel. Farnvale 4003. (7977)

1954 Ford 10hp Martin Walter 7-seater utility, green/red, 9,000 miles, as new; £450.—Oxney Garage, Writtle. (1954)

£495!!!—1951 Standard Vanguard estate vehicle, 4 doors, beautiful bodywork, just like brand new, bargain price.

LAMBS OF WOOD GREEN (Established 1897)—100 guaranteed cars, exchanges; hire purchase.—431-433, High Rd., Finchley (East Finchley Underground), Finchley 6222. (C2052)

RAILTON utility 7-seater body, 20hp, excellent condition, engine perfect, only one owner, good tyres, new battery; £300.—Macley, Millwater, Newbury. (7864)

1952 Ford 10cw utility, reconditioned, engine lat, 1952 result, one owner, guaranteed; £250.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Elm. (C4063)

1953 A40 Countryman, one owner, heater, in excellent condition; £465.—Armote Garage, Ltd., Orange Rd., Willesden Green, S.W.10. Willesden 0161. (7879)

1954 Hillman estate car, radio, heater, loose covers, 17,000 miles, immaculate condition; £625.—Sidney Marcus, Ltd., 33, Sloane Sq., Tel. Belgrave 8721. (C3005)

1953 Austin A40 Countryman TRINITY, £535; also 1950 Morris Oxford estate car, delivery extras, etc.—Autowork, Ltd., 80, Winchester St., Winchester, Tel. 4905. (C1010)

BEDFORD Dormobiles by Martin Walter; a few low mileage models in stock.—Motourists (London), Ltd., 60, North Rd., East Finchley Station, N.2. Tudor 2501-2. (C3016)

1949 Hillman estate car, grey, brown leather, engine overhauled, excellent condition throughout, guaranteed; £355.—Kings Motors, 1, High St., Hounslow, Tel. 3582. (C3046)

HILLMAN Minx 4-door estate car, 1946, works body, record engine and repainted, excellent condition; £295; exchanges, terms.—Palmer, 3, Russell Gardens, West Kensington, W.14, Park 9704 and 9946. (C2054)

DORMOBILE (Morris) 1954, unmarked, 7,000 miles, one owner, luggage rack, A.A. inspection, ideal for goods and passenger transport (up to 12); £550; trade enquiries considered.—10, Winchester Mews, N.W.2. Pri. 6159. (7866)

G & M ALFREDS (1956), Ltd.—1955 Bedford Overdrive 12-seater utility, bed accommodation, 5,000 miles only, as new; 1954 A40 Countryman, superb example with written guarantee.—G. & M. Alfreds (1956), Ltd., 6-7, Warren St., W.1. Euston 3048. (C1008)

ROY'S AUTOMOBILES, Ltd., offer the following utilities:—1948 Morris & Foka estate utility, spacious body, enclosed rear seat, good tyres and coachwork, mechanically excellent, taxed; £250; also 1951 A40 £365, 1951 Hillman estate £295, 1947 Countryman, 10, 1950 Bedford 10, £195, 1952 Vanguard, £550; many others. Trade enquiries welcomed; terms and exchanges.—127 Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700/8694. (C2060)

UTILITY CARS Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.1. Ham 6041. (W4018/R)

STANDARD 10 estate car required, 1956, other estate cars considered.—Greenways, 81, Alroford Rd., W.10. Winchester. (W1010)

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., 60, North Rd., East Finchley Station N.2. Tudor 2501-2. (W3012)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS WANTED
 ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearby Tube Camden Town Station). Buxton 2700 ext. 888. (W3059)

VAUXHALL 10
SIMPSON'S MOTORS (WEMBLEY), Ltd., English
 Car Sales Division.
 1946 Vauxhall 10, seat covers, £345—355, High Rd., Wembley, Middx. Tel. Wembley 44023 (C4012)

1947 Vauxhall 10, spotless, mechanically perfect, sun top, roof, seat covers, £340—350, North End, Beaconsfield, Cambs. (7818)

1947 Vauxhall 10, reconditioned engine, immaculate appearance, £325.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. (C3058)

VAUXHALL 12
 1947 Vauxhall 12, carefully maintained, excellent condition, seat covers, £290—Box 7928. (7619)

VAUXHALL 14
 £345—Vauxhall 14hp J type saloon, 1948, a superb service car, 10 thoroughly sound mechanical order good tyres, brand new battery.

CAMDEN MOTORS, Leighton Buzzard 294. Write for Catalogue. Showrooms open until 8 p.m. (C1036)

1939 Vauxhall 14 J type de luxe saloon, blue, leather interior, unworn tyres, taxed, £199 or 808 deposit.—Bray Motors, 180/184, West End Lane, N.W.8. Hampstead 6490. (C1024)

245 cms.—Vauxhall 14 1949 de luxe saloon, sliding head, leather, radio, heater; choice of 3 Vauxhall 14s: terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4016)

VAUXHALL WYVERN
SLOOMBERG, Ltd.

1954 Vauxhall Wyvern, delightful condition, fitted heater, service car, £253, unique guarantee, terms, part exchanges cars or motor cycles.—50-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

J. HUNTER, Ltd., Essex:—
 1952 Vauxhall Wyvern saloon, late type body, one diploonal owner only, £253.

J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (C3040)

WYVERN, 1955 model, private, 10,000, immaculate; £675 o.n.o.—Maidenhead 2948. (7995)

WESTERN MOTOR WORKS (CHICHESTER), Ltd., Chichester, Sussex:—

1953 Vauxhall Wyvern, Empress blue, 21,000 miles, genuine, one owner, heater, loose covers, for lamp, etc., excellent throughout, £450.

1954 (model) Vauxhall Wyvern, Empress blue, 15,600 miles, genuine, one owner, heater, loose covers, for lamp, etc., excellent throughout, £530.

W. L. PERCY, 81, Chichester, Kent. Tel. Folkestone 1122 and 3057. (7955)

WYVERN, 1955, heater, extras, excellent; £650 o.n.o.—Sutton, Eldon Lodge, Ascot (146). (C0051)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English
 Car Sales Division.
 1950 Vauxhall Wyvern, one owner, £425—355, High Rd., Wembley, Middx. Tel. Wembley 44023 (C4015)

1955 Vauxhall Wyvern, low mileage, one owner, as new, £495.

1954 (model) Vauxhall Wyvern, heater, one owner, £563.—A. Owen (Hendon), Ltd., The Ryde, Hendon, N.W.3. Tel. Colindale 3185. (C5096)

1953 Vauxhall Wyvern saloon, grey, carefully maintained by distributors, heater and link axle fitted, £515.—Brixton 2049. (7849)

1950 Vauxhall Wyvern, metallic grey very good condition; £335.—Garage Service Co., Ltd., 101, Finchley Rd., Golders Green, N.W.11. Speedwell 9602. (C3019)

1953 Wyvern, radio, heater and many extras, condition 100% guaranteed, £455.—Cambridge 455. (C4019)

1951 Vauxhall Wyvern, splendid condition; £445.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. (C4019)

1953 Vauxhall Wyvern, black, brown interior, good condition; £480.—N. S. Currie & Co., Ltd., 108, Westbourne Grove, W.2. Bayswater 0085. (C1005)

£399—1950 Vauxhall Wyvern, black, one owner, immaculate throughout.—Haverstock Garage, Haverstock Hill, N.W.5. Gulliver 2602. (C3093)

1951 Vauxhall Wyvern saloon, one owner, carefully used, heater, almost as new, £425; consider part exchange.—14, Bunkington Avenue, Worthing 1839. (C4067)

1953 Vauxhall Wyvern, bik/bn, one owner, £555, exchange.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (five minutes Clapham Junction). Bath 2263. (C3022)

£395—1953 Vauxhall Wyvern saloon, blue, heater, excellent condition, and a true bargain.—Broadway Motors, 67, High St., and Hanworth Rd., Heston, Middx. Heston 0173. (7818)

£425—1950 Vauxhall Wyvern de luxe saloon, one owner, car has maintained this perfectly, bodywork like brand new, interior spotless, the best we have had, choice also 1951 in mint condition.

ALAN OF WOOD GREEN (Established 1897)—100
 L guaranteed cars, exchange, hire purchase.—421, High Rd., Finchley (East Finchley Underground), Finchley 522. (C3068)

1952 Vauxhall Wyvern, one owner, low mileage; £375; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 1955. (C4016)

1400 miles only.—September '55 Vauxhall Wyvern, black with red upholstery, fitted heater, car as new, £475.—Jack Smith, 33, Bruton Place, W.1. Mayfair 0613. (C4062)

1954 Vauxhall Wyvern, grey with grey upholstery, low mileage, one owner, excellent condition throughout; £335.—Belle Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

595 cms.—Vauxhall Wyvern 1954 saloon, Mobilis chrome green, heater, exceptional; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4016)

VAUXHALL VELO.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621, offers:—
 1954 Vauxhall Velo, black with brown upholstery, heater, windscreen washer, very nice condition, £660. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6621. (C3042)
CAR MART, Ltd.

1954 Vauxhall Velo saloon radio, heater, black with red upholstery; £565.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6-00. (C1039)
RAYMOND WAY.

RAYMOND WAY, East London Branch.
 1949 Velo, green with fawn leather, fitted heater, rim embellishers, Lucas spot overriders etc., 4 new tyres, recent recon. engine; three months written guarantee; £126 deposit, balance 24 months.

EASY hire purchase on the spot with no references. No formalities or fumblings; part exchange on your present car or motor cycle; always a bias selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775 High Rd., Seven Kings, Tel. Seven Kings 4444. (7897)
SLOOMBERG, Ltd.

1953 Vauxhall Velo, black, outstanding condition throughout, fitted heater, one owner; £595, unique guarantee; terms, part exchanges cars or motor cycles.—30-32, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

KJ MOTORS, Ltd., offer:—
 1953 Velo, in grey with dual grey/red upholstery and fitted radio and heater, a one owner car supplied and maintained by us; £575.

1950 Velo, black with red leather, and fitted heater, in very much above average condition and fitted excellent tyres; £424.—Widmore Rd., Bromley, Kent. (C3068)

BIRKETT'S (FINCHLEY), offer:—
 1951 registered Vauxhall Velo saloon, beige and red, one owner; £445; written guarantee; terms, exchange.

BIRKETT'S (FINCHLEY), 397-401, High Rd., East Finchley, N.2. Finchley 0502, anytime. (7676)
PETER BANTOCK CAR SALES offer:—

1952 Vauxhall Velo black with 2-tone beige leather fitted heater, radio, Ace Rim embellishers and new set of Whitwall tyres, engine just reconditioned, in perfect condition throughout; £495.—104, High Rd., Chiswick 272-2570. (C1014)

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—
 1954 Vauxhall Velo, blue, heater; £630.

PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. (C3044)

1953 Vauxhall Velo, black/blue, radio, heater, 12,410 miles, £510.—Dunham & Haines, 46, Castle St., Luton, 2109/1. (C1079)

1950 Vauxhall Velo, outstanding specimen, one owner; £395.

1952 Vauxhall Velo, immaculate, low mileage; £510.

1953 Vauxhall Velo, excellent throughout, one owner; £545.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. (C2068)

1949 Vauxhall Velo; £585; 3 months' guarantee, terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 & 5774. (C4054)

£398—Vauxhall Velo, 1950, an exceptionally clean original car throughout; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 day trial. Holland Park) Exchanges, h.p. (C1017)

1951 Velo, taxed, heater, small mileage, executor's sale to close estate; £450.—Market Garage, Trips 2049. (7849)

1954 Vauxhall Velo, black with red interior, heater, wing mirrors; written guarantee, £665.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.5. Ham. 2294. (C1025)

1955 Vauxhall Velo saloon, finished in grey, dully, W.1. Grosvenor 4141. (8038)

1949 Velo, heater, immaculate; £389.—Jack Pomeroy (Antiochias), 393, Hendon Way, N.W.4. Heston 8011-3. (C3042)

1954 (May) Velo, black, radio, heater, one owner; £595.—Vanderella, 215, Haverstock Hill, N.W.5. Primrose 4441. (C4067)

1956 Vauxhall Velo saloon, delivery mileage, exchange, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4963. (C1010)

1954 Velo, heater, green, quiet, comfortable, powerful; £390.—Warren, 12, Park Avenue, Putney 4064. (7895)

1953 Vauxhall Velo, exceptional order; £550.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. (C4019)

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velo
 saloon, heater, £569; 1951-2 radio, £469; 1950, heater, £399.—Stockwell Rd., S.W.5. Brixton 6251. (C3068)

VAUXHALL Velo 1954 model, grey, heater, one owner, perfect condition throughout; £550.—Woodcote Cottage, Rickmansworth Rd., Northwood 1592. (7840)

1954 Vauxhall Velo, low mileage, radio, heater, loose covers, as new; £615.—A. Owen (Hendon), Ltd., The Ryde, Hendon, N.W.3. Tel. Colindale 3185. (C3096)

VAUXHALL Velo, 1950, radio, leather upholstery, exceptionally smart appearance; £375.—Apply Watkins Service Garage, Ltd., High St., Banstead, Tel. Surbiton 1414. (7853)

1953 Velo, green, heater, radio, taxed, excellent condition; £555 or £155 down.—Lichfield Garage, Sheen Rd., Richmond, Surrey. Richmond 2944. (7830)

VAUXHALL VELOX

1950 (July) Vauxhall Velox saloon, very good order, black, good tyres, any trial; £320; exchange; 31-11, Ferryman, Frestwick, Manchester. Prestwick 2027. (C4024)

VAUXHALL Velox, May 1954, one owner, mileage 11,750, heater, Ace Rim embellishers, wing mirrors, usual guarantee; £455; cash or terms.—Wilcock Service Garage, Middlesex Chimney, Banbury. (7734)

VELOX, October, 1953, 19,000 miles, all accessories including wireless and overdrive, one owner, excellent condition; £600.—Dr. Bott, 25, Montpelier Place, S.W.7, Ekt. 1458. (7698)

1956 model Vauxhall Velox, black, radio, heater, Whitwall tyres, 800 miles only, as brand new, fully guaranteed; £275.—Silverthorne Motors, Ltd., 11, Pictor Sq., W.1. Euston 7511. (C4011)

1949 Vauxhall Velox, green brown leather, radio, heater, one owner excellent condition; £380.—Maadalen Motors, 311, Trinity Rd., Wandsworth Common, S.W.15. Tel. Battersea, 5673 and 7679. (C3005)

695 cms.—Vauxhall Velox 1955 model saloon, grey, heater, pass-light, green washers, one careful owner, 6,000 miles, practically new, taxed; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4016)

1955 Vauxhall Velox saloon, black, registered 1/12/54, 17,555 miles only, complete with heater, reversing lamps, extremely well maintained throughout, exceptional condition, guaranteed; £695 cash; part exchanges or deferred.—E. J. Baker & Co., Ltd., Dorking 3622. (8090)

VAUXHALL CRESTA

NEWHAMPS, Ltd.
 1955 model Vauxhall Cresta saloon, radio, 8,800 miles, £625.

NEWHAMPS House, 235-245, Hammermith Rd., London, W.8. Riverside 4646 (9 lines) (C3094)
H. C. PAUL, Ltd.

1954 (Nov.) Vauxhall Cresta, 11,000 miles, one owner; £745.—52, Bruton Place, Berkeley Sq. W.1. Mayfair 0821-2. (C3040)

1955 Cresta, maroon and white, radio, supplied and serviced by us. £300.—Campbell Sympson, Ferriave 4456. (C1037)

1955 Vauxhall Cresta, 10,000, exchange, sell, wanted, Aston Martin DB2.—Brenton, Duddingston Farm, Bridgnorth, Shropshire. Quait. (7661)

1954 (November) Cresta, mileage 5,800 only, two tone grey, condition as new, radio, screen washers, etc.; £445.—Northways Garage, Swiss Cottage, N.W.5. Primrose 1127. (C3026)

OFFORDS have taken in part exchange a 1955 Vauxhall Cresta saloon, bench white, the car has covered only 5,000 miles and is in virtually new condition, twin Marchal lamps are fitted; £555.—67, George St., W.1. Welbeck 68-9. (7771)

1955 model Vauxhall Cresta, 5-tone cream and blue, with blue interior to match, low mileage, one owner from new, taxed; £795.—Lilias Garages, Ltd., 50-52, Broad St., Birmingham. Tel. Midland 2574 and 7552. (C3097)

1955 Vauxhall Cresta, registered in February, genuine 10,000 miles, finished in maroon and bench white, in absolute showroom condition; choice of 2, £785.—Barton Motors (Preston), Ltd., Corporation St., Tel. Preston 5203 (4 lines). (7742)

VAUXHALL 25
 1939 Vauxhall 25 7-passenger limousine, fair order throughout; £165; 3 months' guarantee; terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.
 It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at
 4-6, Berkeley Sq., W.1. Grosvenor 4528. (0018/R)

1953 (Oct.) Vauxhall Wyvern, fitted radio, screenwash and other accessories; £365.

1950 Vauxhall Velox, one owner, very good condition; £400.—Tel. Worthing 1603 or 734 after 7 p.m. (7635)

GRAMHAM BROTHERS "Autorama" for "quality tested" used Vauxhall cars; your key to real used car value. Look for the Autorama at Graham Bros. (Motors), Ltd., 799-835, Chester Rd., Bedford (Trafford 3511). (0283/R)

Vauxhall Miscellaneous Cars Wanted
R. ROWLAND SMITH'S the Car Buyers—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

SHAW & KILBURN, Vauxhall main dealers.
 Will purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4528. (0018/R)

G. N. Ltd. (Vauxhall Main Dealers).
 HAVE for a post-war Vauxhall for sale? Contact G. N. Ltd., 276, Balham High Rd., S.W.17. Tel. Balham 1033. (0801/R)

VAUXHALL cars post-war models, urgently required.—Golly's Garage, Ltd., Ears Court Rd., S.W.5. Frenchie 6373. (0479/R)

H. C. PAUL, Ltd. are keen to buy good Vauxhall cars and will pay excellent cash prices; distance no object.—Details please to 28-34, Upper High St., Epsom, Surrey. Epsom 9400. (W4001)

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ld.), Ltd., Vauxhall main dealers, 468-490, Edgware Rd., London W.2. Call, write or tel. Paddington 0022. (W4032/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Vauxhall Miscellaneous Cars Wanted
Privately owned Vauxhall 10 or 13—£143.
Streatham Hill Rd., Tulse Hill 2798. (192037)
Vauxhall Spares and Service

C.A.O.
CROYDON AUTOMOBILE COMPANY, Ltd.

Vauxhall-Bedford rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamo, starters, distributors etc., exchanged up to 50% manufacturers list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at—
BEDFORD Eousa 380-388, London Rd., Croydon, Tel. Thornton Heath 2726 (14 lines) (0205/R)

DISMANTLING for spares nearly all models 1932/1940—Wards Motor Stores, Walsley, Tel. 4151 (17867)

Vauxhalls—Reconditioned service units available from stock for DX, DY, HI, JCV, Velox, Wyvern PCL models; gear boxes, suspension units, steering gears, differentials, rear axle assys., water pumps, oil pump, springs, clutch pressure plates, brakes, etc., etc., enquiries invited.
TRIUMPH, Aerodrome Rd., London, N.W.4 Hendon 1605-6 (10944/R)

VETERAN CARS

WELSHES Slingsby Hill Rd., Surbiton, Elmbridge 1973, buy and sell pre-1915 Veterans. (C4070)
1914 mechanical condition, body just fitted and new coach painting, not original but very similar, bonnet, radiator, car lights, speedometer, etc., all original, owner has other veteran, and wishes to sell owing to lack of garage space; £195 delivered. Box 3004. (17983)

Veteran Cars Wanted

VETERAN car required, in good order, also model T Ford; please write—Roife, Woodley Court, Romsey, Hampshire. (17763)

VINTAGE CARS

Vauxhall 20.9, 1929, perfect, write for details—56, St. Anne's Rd., Bubbacombe, Devon. (8014)

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.
The Volkswagen Centre.

The original U.K. Specialists and leading distributors insist on our genuine spares and specialised service, contributing, new, used and reconditioned cars. Tel. Ripley 2361. (0373/R)

WM

WELBECK MOTORS for Volkswagens.

1955 Volkswagens de luxe saloons, mileage only 3,000, identical to new, many extras include built-in Motorola radio, turbo-diesel; £695 (approximate price new to-day over £600).

1955 Volkswagens sun-roof de luxe saloon, stratopacer, silver, mileage 7,600, identical to new; £695 (approximate price new to-day over £600).

BOTH the above cars have been passed by Volkswagen-trained mechanics—Wolbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Wolbeck 1139 (six lines). (C4049)

£665—Volkswagen saloon 1954 de luxe, 5,000 miles, only one owner, as new; many other cars.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. (C1017)

1955 Volkswagen de luxe saloon, one owner, like new throughout; £625, exchanges, deferred terms.

JOHN S. TRUBCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 2344. (C1034)

1953 Volkswagen de luxe saloon, in really excellent condition throughout; £525—R. P. Fuggle, Ltd., Bushley Heath, Herts. Tel. 1665. (C2017)

VOLKSWAGEN de luxe saloon, continental; 14,000 miles; £550—Macquenn, 33, Inverleigh Row, London, W.14. Tel. 2610. (19030)

1955 de luxe saloon, 8,300 miles, virtually new; £650, terms, exchanges—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

1954 Volkswagen van, one owner, regularly maintained, up and running throughout; £510—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-5. (C10190)

V&F MONACO MOTORS, Volkswagen specialists, offer you their unique experience obtained in 5 years of servicing and the repair of Volkswagen cars.

V&F MONACO MOTORS—1955 de luxe sun-roof saloon, beige, low mileage; £685.

V&F MONACO MOTORS—1954 de luxe saloon, bronze, immaculate; £595.

V&F MONACO MOTORS—1954 de luxe saloon, beige; £595.

V&F MONACO MOTORS—1951 de luxe, green; £450.

V&F MONACO MOTORS—1949 Standard saloon, green; £375.

V&F MONACO MOTORS—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 1414. (1942/R)

1954 Volkswagen de luxe, 12,000, immaculate; £540. Tel. 2—Ernest, 2, Cottage Lane, City Rd., E.C.1. Please phone after 6 p.m. week-night; week-ends any time. (17911)

1954 Volkswagens Kombi utility, 1,192cc, extra seats, excellent condition, 17,000 miles; £675. Walder & Co., Cressle, Ltd., Lifford, Sussex. Tel. Lifford 2203. (17615)

1947 Volkswagens r.h.d., maroon, leather upholstery, very sound, £295; 1954 de luxe hard top, beige, available; £575—Colborne Garage, Ripley, Surrey. Ripley 2361-2. (17679)

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80mph while doing 50mpg; only specialists—West Essex Engineering Co., Ltd., Abbridge, Throbydon Bois 2077. (10014/H)

1954 Volkswagens de luxe saloon, very low mileage, special finish in metallic grey and black, exceptionally attractive car; £525—Eim Automobils, 66-68, Herford Rd., Wembley, S.W.1. Clarendon 1615. (C2087)

VOLKSWAGEN

PERFORMANCE CARS, official Volkswagen agents—New and used models in stock—Great West Rd., Brentford, Middlesex. Balise 8801. (C3041)

1954 de luxe saloon, 1,192cc, 8,000 miles, one owner (our managing director), extra fitted with carburetors giving increased performance (but basic design of engine not interfered with), unmarked; A.A. Inspection invited; £560 (with single carburetor £580); terms; exchange; VW agents—10, Winchester Mews, N.W.3. Pri. 6139. (17589)

Volkswagen Cars Wanted

WM WELBECK MOTORS, Ltd., of 107, Crawford St., London, W.1 (Wolbeck 1139), would very much like to buy your Volkswagen if it is quite perfect and exceptional for its year; we are far the best buyers for really good examples. (W4049)

RICHARDS & CARR, Ltd., buy Volkswagens—35, Kinnerton St., S.W.1. Sloane 5424. (W3045)

THE Volkswagen Centre require good Volkswagens cars, all years and models.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. (0880/R)

V&F MONACO MOTORS—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 1414. (0502/R)

Volkswagen Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares; 24-hour postal service; technical service available—Tel. Ripley 2361. (0895/R)

EUROPEAN CARS, Ltd., Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagens by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Fremantle 7722. (0436/R)

BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently. Chase Rd., Epsom 5666-7. (W1000)

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Wolbeck 7360) branches have factory trained mechanics and offer you full service with repairs and parts facilities. (0895/R)

V&F MONACO MOTORS—Volkswagen spares, service, repairs, reconditioned engines; insurance, repairs, conversions to R.E.D.; all Volkswagen accessories stocked.

V&F MONACO MOTORS—The Volkswagen specialists—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 1414. (0895/R)

REPAIRS (Supervision Mr. Tarrant, Diploma. v.w. Works); seat covers, £5; Speed Twin carburetor conversion giving astonishing acceleration, greater maximum speed, £45; cars bought, sold—Tarrant & Fraser 10, Winchester Mews, N.W.3. Pri. 6047. (E4100)

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor, 10000 miles, December, 1954 Wolseley 4/44, grey; £745.

CHOICE of several low-mileage Wolseley 4/44s, beautifully maintained.

1953 Wolseley 4/44, black, beautifully maintained, late delivery, guaranteed; £645.

EUSTACE WATKINS, Ltd., 12, Parkley St., W.1. Mayfair 5951. 399, London Rd., Croydon, Thornton Heath 4265, or 12, Chelsea Manor St., S.W.3. Fiamman 8181. (C4046)

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitstone, N.20. Tel. Hillside 6621, offers—

1949 Wolseley 6/80 saloon, black with brown leather upholstery, heater, good condition; £375.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitstone, N.20. Hillside 6621. (C3042)

1946 Wolseley 14 saloon, just fitted reconditioned engine, superb condition; £295.

DICKS CAR SALES, Ltd., 395-401, High Rd., W.1. 25-30, Abchurch Lane, London, E.C.4. (C1072)

CHC 1955 Wolseley 6/60, in grey with red leather, a meticulously maintained car in as new condition, one owner—Cartwright Hamilton Cars, Ltd., 292, Kensington High St., W.14. Western 0207. (E605)

ELM AUTOMOBILES offer—

1948 Wolseley 8 de luxe saloon, a low hp quality car, immaculate condition, blue with brown leather, one owner from new; £445—Elm Automobiles, 25-30, Abchurch Lane, London, E.C.4. (C2097)

TOM GARNER, Ltd., offer—

1954 Wolseley 6/80 saloon, gunmetal, 16,000 miles; £595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. (C2020)

H. BEART & Co., Ltd., offer—

1954 model Wolseley 4/44 saloon, first registered November, 1955, metallic green with green upholstery, a beautifully maintained car in superb condition throughout; offered with B.M.C. guarantee at £695—109, London Rd., and High St., Kingston-on-Thames. Kingston 3546. (C1091)

1954 series Wolseley 4/44; £650.

SCOTT CARR, 347, Finchley Rd., London, N.W.3 Tel. Hampstead 7779/8076. (C4016)

WOLSELEY Hornet, spec. excellent cond.; £140—Elmbridge 6135, evenings. (17916)

1953 Wolseley 6/80 saloon, grey, excellent condition, 24,000 miles; £500—Salmons Garages, Ltd. Temple Bar 3338. (C4025)

WOLSELEY

WOLSELEY 4/44, 1953 (Sept.), 1,300 miles, green; £835 o.n.e.—Kingston Blount 337. (8004)

1952 Wolseley 6/80 saloon, black, brown leather, heater, many extras, beautifully kept; £450.

ACRES AUTOS, 136-138, Streatham Hill, London, S.W.2. Tulse Hill 6511. (C1002A)

1955 Wolseley 4/44 saloon, radio, heater, 6,000 miles; £755.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3539. (C1027)

1952 Wolseley 6/80 saloon, gunmetal with grey leather, heater and various extras; £495.

BOYKING MOTORS, Ltd., Bolton Rd., Darwen, 7/4 Bottomgate, Blackburn 5094. (C306A)

1952 Wolseley 4/50 saloon, metallic chrome green, in specimen condition throughout and perfect running order; £525.

FERRARIS OF CRICKLEWOOD, Ltd., 300-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 9 p.m. (C2008)

1954 Wolseley 4/44 saloon; £675; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4810. (C1010)

BEARIS OF KINGSTON—Wolseley distributors—Spare, spares and repairs—103, London Rd., Kingston Tel. 3348. (1005/R)

1953 Wolseley 6/80, black, perfect condition, one owner; £500—Reed Orchard Close, New Barn Lane, Chesham, Bucks. (C304)

WOLSELEY 4/50 1949, one owner, original throughout; heater; £365; terms and exchange welcomed—107, Kings Rd., Chelsea. Fiamman 7638. (C1105)

1950 Wolseley 6/80, immaculate condition; £395—Jack Rogers (Automobiles), 285, Hendon Way, N.W.3. Men. 8011/2. (C304)

WOLSELEY 8, 1948, excellent condition; £325—Tyourne Garage, Ltd., 1016, Kingsbury Rd., Epsom, Surrey. Tel. 24. (17836)

1951 Wolseley 6/80 saloon, grey, splendid order; £405—Smith & Hunter, 370, Kensington High St., W.14. Tel. Western 2512. (C4019)

LHD Wolseley 6/80 saloon 1953, mileage 15,000; £430—Gordon Wooderson, 40a, Drestland Rd., S.W.16. Streatham 6638. (C4016)

£365—1951 model Wolseley 6/80 saloon, one titled owner, black, heater, 33,000 miles—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2602. (C2003)

1948 Wolseley 8 4-door saloon, guaranteed; £245; exchanges, terms—Palmer, 3, Russell Gardens Mews Kensington, W.14. Park 9704 & 9593. (C304)

1954 Wolseley 4/44, low mileage, de luxe radio, immaculate; £775—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.4. Tel. Colindale 1185. (C3086)

1951 Wolseley 6/80, choice of 2 green and silver, with extras; £475—Sala Service Garages, 144, London Rd., Kingston-on-Thames 1185. (C1016)

1947 Wolseley 14/60 saloon, colour blue, moderate mileage, one private ownership only, good condition; £395—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0394. (C1073)

£444—1950 Wolseley 6/80 de luxe saloon, the most genuine we have ever had, one owner only since new, 25,000 miles, beautiful throughout—Below.

£365—1946 Wolseley 14 de luxe saloon, in mint condition throughout—Below.

£299—1946 Wolseley 14 de luxe saloon, choice also 14hp saloon.

L. AMES OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6242. (C2060)

1955 Wolseley 6/80 saloon, used for demonstration purposes, black/red trim. Sides, £1,000—Steel's Garage, Ltd., 147, High St., Chesham, Bucks. Tel. 3033. (7056)

OPFORDS—Wolseley 4/44 saloon, grey with grey upholstery, one owner, 5,000 miles, this is an extremely nice car and is one of the most lively 4/44s we have driven; £755—67, George St., W.1. Wolbeck 6999. (17778)

325ens—Wolseley 8 1946 de luxe saloon, sliding head, leather, heater, panoramic, excellent condition; terms, exchanges; 1st open 9-7 week-days and Saturdays—Hamstead Smith, Hampstead (Hamstead Tube). Hamstead 6041. (C4018)

TANKARD & SMITH, Ltd., offer: 1954 (Nov.) Wolseley 4/44 saloon, black/brown leather, one owner, heater, 8,000 miles, superb condition; £715; 6 months' written guarantee—194-196, Kings Rd., Chelsea, S.W.3. Fiamman 4601. (C4025)

Wolseley Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Wolseley—Hamstead Tube, N.W.3. Ham. 6041. (Went 1/R)

WOLSELEY 6/80 saloon required, 1956—Green, 71, Alford Rd., Winchester. (W1010)

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WEST LONDON MOTORS offer you a selection of new 2-door and 4-door Austin A30 saloons, and new A40 and A50 Cambridge saloons for immediate delivery; all facilities; see them for yourself at—235/209, Fulham Palace Rd., W.6. Ful. 0086. (N1056/R)

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FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (N1003/R)

WILSONS offer immediate delivery of black 4-door A30, subject to h.p. terms. Early delivery of other models—Wilson's Automobiles and Coachwork, Ltd., 34, Acton Lane, S.W.2, Brixton 4011. 1-3, Dorking Rd., Epsom 9501. (N1005/R)

PRINCIPALS saloons, A30, A50, A40, A30, and all commercial models—Fryer & Stevens, Ltd., 10, South London Auto Depot, 57, Acton Lane, S.W.2. Repairs and service to Austin exclusively Brixton 1155. Brixton 7562. (N1009/R)

LANKESTER ENGINEERING Co., Ltd., 39-43, Eton St., Kingston, the Austin main agents offer immediate delivery, one only, A40 Countryman and one A50 saloon at pre-Budget prices; exchanges and deferred terms—Kingston 5151 (6 lines). (N1002/R)

AUSTIN A30, blk./beige, htr., list; Austin A50 4-door, blk./brn., htr., list; Austin A50 Westminster, blk./red hide, htr., list; exchanges—Naylor & Reed, Ltd., 25, East Hill, Wandsworth, S.W.19 (five minutes Clapham Junction). Bats. 2250. (N1002/R)

MEBES & MEBES, Ltd. (Est. 1893), direct Austin specialists for past 30 years, offer from stock A30, A40, A50 saloons black, A50 van green; early delivery other models; commercial vehicles; exchanges and extended payments—The Broadway, 311 Hill, N.W.7. Tel. Mil. 2040. (N1012/R)

AUSTIN-HEALEY

WE value cars in part exchange—Performance Cars, Brentford, Middx. Ealing 8841. (N1004/R)

SMITH MOTORS OF DULWICH for Austin-Healey—285, Rye Lane, S.E.15. New Cross 6767. (N1001/R)

LANKESTER ENGINEERING Co., Ltd., 39-43, Eton St., Kingston-on-Thames, Surrey, Tel. Kingston 5151-6 offer immediate delivery 100 model sports colour green; exchanges and deferred terms. (N1039/R)

AUSTIN-HEALEY, new and unrestored, works miles away only, excellent allowance made for 1952/3 M.G. 14-litre saloon—Steele (Swindon), Ltd., Drive Rd., Swindon. Tel. Swindon 4025. (N1036/R)

AUSTIN-HEALEY, the production sports car which carries standard equipment; buy your Austin-Healey from Don H. Bentley Motor Co., Ltd., the Austin-Healey specialist; also sole distributors for Le Mans (main) and in the United Kingdom. (N1002/R)

SERVICE—Don H. Bentley Motor Co., Ltd., Warwick S. London showrooms: North Audley House, 42 North Audley St., W.1. (N1009/R)

BENTLEY

CAR MART, Ltd.—Official retailers offer for future delivery the 5 Series Bentley saloon, demonstration cars available. (N1002/R)

CAR MART, Ltd., 330, Euston Rd., N.W.1. Euston 1012. (N1002/R)

LOCKRETT House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 5434. (N1059/R)

GROSE, Ltd., Northampton. (N1002/R)

OFFICIAL Bentley retailers. (N1002/R)

SHOWROOMS and Service. (N1002/R)

MAIRFAIR, Northampton, Tel. 31662. (N1056/R)

BENTLEY

DAVID ROSEFIELD, Ltd.—Official Bentley and Rolls-Royce dealers. (N1002/R)

SHOWROOMS, 38-42, Peter St., Manchester, 2. Telephone 9971. (N1002/R)

SERVICE Station remains at Cheaden Hill Rd., Manchester, 8 Tel. Blackfriars 2502. (N1090/R)

H. A. FOX & Co., Ltd., officially appointed Bentley dealers and service agents—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8222. (N1016/R)

RIFTON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905—Rifton Bros. Ltd., Huddersfield 7070 (10 lines). (N1029/R)

B.M.W.

SOLE BMW concessionaires in Great Britain, orders can now be placed for the new right-hand drive Type 502, 503 and 507 models—Fraser-Nash, Chis. Isleworth, Middlesex, Hounslow 0211. (N1001/R)

B.M.W. ISETTA

RUDOS OF WORTHING for demonstrations in the South; quick deliveries; part exchanges—Advent Central Station, Worthing 7733-4. (N1002/R)

FOUR & FALCKE, Ltd., Isotta dealers, demonstration—38, Old Brompton Rd., S.W.7. Frenant 1234. (N1013/R)

SOLE BMW Isotta concessionaires in Great Britain; orders can now be placed for the new right-hand drive Isotta; illustrated literature on request—Fraser-Nash Cars, Isleworth, Middlesex, Hounslow 0211. (N1015/R)

BOND MINICARS

RAYMOND WAY, Great Britain's largest Bond Minicar distributors, immediate delivery of all models on payment of 10 guineas; volume car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds; Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. (N1039/R)

ROWLAND SMITH'S for Bond Minicar. Immediate delivery 2-seater and Family models. (N1002/R)

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N1041/R)

WE value cars in part exchange—Performance Cars, Great West Rd., Brentford, Middlesex. (N1004/R)

PRIDE & CLARKE, Ltd., Bond Minicar distributors; all models and colours in stock; one-third deposit secure, balance 10 guineas weekly instalments—137, Stockwell Rd., S.W.9. Brixton 6251. (N1006/R)

BORGWARD

METCALFE & MUNDY, Ltd.—SOLE concessionaires for all Borgward cars. (N1002/R)

PASSENGER cars with optional automatic drive; also 4-door microbus; direct fuel injection; full range of commercial vehicles; diesel and petrol; demonstrations at any time, list of distributors on request—280, Old Brompton Rd., S.W.7. Frenant 0106-7. Maida Vale 6044. (N1001/R)

BORGWARD Hansa sole distributors for Herts and Beds; Isabella 1500 demonstration wagon available; early deliveries; trade enquiries invited—280-30, Rick Town Rd., Luton, Beds. Tel. Luton 354-5. (N1006/R)

BORGWARD demonstration models of all types available—105, Queensway, W.2. Tel. Bayswater 5929 and 8350. (N1079/R)

C. L. & H. BLUNDELL, Ltd., Christ Church Rd., F. R. Eaststone, Tel. 2778. (N1108/R)

BURNS STUTE G. (RACE), 335-336, Southside, Glasgow and South of Scotland, Isabella 1500 demonstration car available—quick delivery. (N1080/R)

CARR'S MOTORS—Sole distributors Lancs & Ches. trade enquiries invited; full service; demonstration cars available—Carr's Motors, Hardman St., Liverpool. 1. Tel. Royal 5141 (5 lines). (N1070/R)

SURREY, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery on models courses and service—P. Fairman & Sons, Ltd., Horley, Surrey. Tel. 17. (N1019/R)

REVIS CAR SALES, Ltd., New Rd., Southampton. Tel. 22334 sole distributors for Hants, Dorset and Somerset; demonstration available; complete range; trade enquiries invited; early delivery. (N1056/R)

E & T MOTORS, Ltd., sole distributors for Essex County and part of East London, literature, demonstration on request; quick delivery; trade enquiries invited—455, High St., Letchworth, H.11. Tel. 27. (N1002/R)

TAYLOR & CRAWLEY, trade distributors for London, W.1 (part) London, S.W.1, and the four counties of Middlesex and Buckinghamshire; every help available to the trade; offer sales service—426, South Audley St. (entrance Adams Row), W.1. (Grosvenor 6381). (N1002/R)

BRISTOL

BRISTOL—Halls (Finchley), Ltd., appointed Bristol dealers, 829, High Rd., North Finchley (Tally Ho), N.12. (Hll. 1044). (N1074/R)

GALT OF GLASGOW, distributors for Scotland, sales, spare parts and service—52, Woodlands Rd., Glasgow, C.3. Tel. Doornie 7346. (N1072/R)

BRISTOL in the Western Counties, new and used models, service and spares; advantageous delivery terms; sole distributors—Charles Quick-ham Motors The Centre, Bristol. Tel. 15560. (N1031/R)

BUICK

A LIMITED importation of 1955 left-hand-drive Buick models; orders can now be accepted. (N1002/R)

SOLE Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly. (N1036/R)

CADILLAC

A LIMITED importation of 1955 left-hand-drive Cadillac models; orders can now be accepted. (N1002/R)

SOLE Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly. (N1036/R)

CADILLAC

A LIMITED importation of 1955 left-hand-drive Cadillac models; orders can now be accepted. (N1002/R)

SOLE Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly. (N1036/R)

CADILLAC

A LIMITED importation of 1955 left-hand-drive Cadillac models; orders can now be accepted. (N1002/R)

SOLE Concessionaires: Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly. (N1036/R)

NEW CARS FOR SALE

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane, W.C.2, Leicester Sq. Tube Sta. W.O.2. Temple Bar 3586. Distributors for London and Home Counties. (N1027R)

CHRYSLER

UTOBALES (LONDON), Ltd., offer:—
NEW Chrysler Plymouth V8 and 6-cylinder saloons in available choice of colours and specification. Part exchange terms.—59-55, Belsize Rd., N.W.6, MAI, 5555-5155. (N0954/R)

DISTRIBUTORS in Yorkshire for Chrysler cars, for immediate delivery of the full range of new models contact—**Service of Huddersfield, Ltd.** Automobile Distributors, Viaduct St., Huddersfield. Tel. Huddersfield 8311 (3 lines). (N0693)

CITROEN

JOHN A. TRUSCOTT, Ltd., for Citroen.

THE revolutionary type DS19 for which the world has been waiting.

ORDER now from the enthusiastic specialists, where service counts before sales.

JOHN A. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Baywater 4574. (N0405)

LEX GARAGES, Ltd., Ace Corner, North Circular Rd., London, N.W.10. Els. 5585 or 7680. (N0972)

C. G. NORMAN & Co., sole distributors for the County of London; early delivery.—40, Vauxhall Bridge Rd., S.W.1. Via 2311. (N0697/R)

GALT OF GLASGOW, distributors for Glasgow and West Scotland, have the latest Citroen cars available for early delivery; contact the Citroen enthusiasts for sales and genuine service—**James H. Galt, Ltd.**, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 5862. (N0883/R)

DAIMLER

DENHAM for Daimler.

ALL models available for demonstration.—Tel. Esber 3021.

PORTRIMOUTH Rd., Esber, Surrey. (N1100)

ROWLAND SMITH'S for Daimler.

PART exchange; confidential p.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Tube)**, N.W.3. Hampstead 6041. (N04018)

DORKING MOTOR CO., Ltd., distributors, Daimler specialists.—2526 Dorking. (N1068)

SMITH MOTORS OF DULWICH for Daimler.—285, Rye Lane, S.E.15. New Cross 6767. (N0328/R)

SIDNEY MARCUS, Ltd., for your new Daimler, accredited agents; first-class after service.—35, Sloane St., S.W.1. Bel. 3721. (N0306)

NEW (unregistered) Daimler Conquest saloon at pre-Budget price of £1,515/10, subject remaining unsold.—**W. Mumford, Ltd.**, Abbey Garage, Tel. Plymouth 63481. (N0791)

HAMMERSMITH and Chiswick—Daimler official agents; immediate delivery some models; full service facilities.—**Rogers Garages**, 22, Chiswick High Rd., W.4. Chiswick 6760. (N03054)

D.K.W.

SUNDERKLASSE 3-6 1953 model, new and unregistered.—**Libertine Motors** (Liverpool), 21, Tel. Waterloo 2484-5 (5870 after hours). (N0660)

SOLE DKW concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—**Frazer-Nash Cars**, Isleworth, Middlesex. Hounslow 0011. (N2015)

SUNDERKLASSE saloon demonstrator available at 3000 of Worthing; distance no object; part exchange arrangements; quick delivery with choice of colour.—**Adjacent Central Station, Worthing** 7773/4. (N0795/R)

FIAT

H. C. PAUL, Ltd.

SEE and try the Fiat range of cars; orders accepted for reasonable delivery.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621. (N03640)

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (N0896/R)

FIAT agents offer one only, 600 at pre-Budget price; £585.—**Holland Park Automobiles**, Park 2626. (N03605)

BLUE STAR GARAGES, Exeter, Fiat distributors; demonstration cars available.—Exeter 75098. (N086/R)

RUDDS OF WORTHING for demonstrations; quick deliveries, adjacent Central Station.—Tel. 7773-4. (N0797/R)

FIAT 1100, one only, finished in grey, at pre-Budget price.—**Vintage Engineering, Market Deeping, Lincs.** Tel. 357. (N0743)

FIAT new 600 and 1100, etc., immediate delivery.—**Fremmer Motors**, 285-7, Leisham High St., S.E.13, Lee 1051. (N03053)

C. V. RUSSELL AUTOMOBILES, Official Agents; demonstrations, quick deliveries.—45, Holland Park West, W.11. Park 5781. (N03061)

ORDER your new 600 or 1100 Fiat from the specialists; 10 years' servicing experience.—**Derrington**, 153-161, London Rd., Kingston, Kingston 5621-2. (N1071)

F. P. BREEN, Ltd.—The new Fiat 600 available for demonstration; early delivery all models.—**High Rd., Whitehouse, N.20.** Hillside 7741. (N060/R)

SEVERAL demonstration cars available, perfect conditions low mileage.—**Academy Fiat (England), Ltd.**, Water Rd., Wembley, Middx. Tel. Perivale 365. (N0706/R)

HAMPSTEAD, N.W.4.—Immediate delivery Fiat 600; part exchange;—**Northway Garage**, Fiat Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. (N0306)

MAYFAIR GARAGE, Ltd., accredited West End Fiat stockist for all models; highest allowance for any make in exchange; catalogues on request.—**Haiderston, W.1.** Mayfair 5104-5. (N03009)

WHY pay more for your new Fiat 600 saloon when you can still save a lot of money; one only available at £585/10; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (N2008)

FIAT

COME and drive the fantastic Fiat 600 and Millecento; we value cars in part exchange.—**Performance Cars Distributors** for West London and Middlesex, Great West Rd., Brentford, Middx. (N3091)

COX'S MOTORS (LEICESTER), Ltd. have in stock all Fiat models, 600, 1100, 1400 and 1900 saloons; immediate delivery; any part exchange accepted.—**Cox's Motors (Leicester)**, Ltd., Concord St., Leicester. Tel. 60319-20023. (N1056)

FORD

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6631. (N3041)

CONSULT W. Harold Perry, Ltd., before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon.

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whitehouse, N.20. Tel. Hillside 6631. (N3041)

FROM THE FARM GARAGE, Ltd.

FORD main dealers.

TELEPHONE Epsom 1456. (N0683/R)

SHAW MOTORS, Ltd.

IMMEDIATE delivery Ford Popular, Ford Consul; place your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—**Shaw Motors, Ltd.**, 660-678, Garratt Lane, S.W.17. Wimbledon 3051-2-3. (N04006)

JOHN S. TRUSCOTT, Ltd.

AUTHORISED Ford dealers; immediate delivery of most models.—175, Westbourne Grove, W.11. Baywater 4274. (N04035)

GORDON CARS (LDN.), Ltd.

NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater, £991/7/6.

GORDON CARS (LDN.), Ltd., 28, North End Rd., Golders Green, N.W.11. Spenswood 4701. (N0874/R)

ROWLAND SMITH'S for Ford.

PART exchanges, confidential p.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Tube)**, N.W.3. Hampstead 6041. (N04018)

WOOD & LAMBERT—Main Dealers

NEW Canadian Ford Customline saloon opalescent green, sunroof, interior, radio and heater, at the pre-Budget price of £1,531 (including Purchase Tax) immediate delivery.

49 Stamford Hill, N.16. (S.A. 5434.) 17745

WOOD & LAMBERT, Ltd.—Main Dealers

NEW Consul convertible, Dorchester grey with red leather and heater, at pre-Budget price immediate delivery.

49 Stamford Hill, N.16. (S.A. 5434.) 17744

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Hyde Park 4864, 574 Ealing Rd., Acton, Middx. Perivale 3589; and 8, S. and 12, Bangley Rd., Catford, S.E.6. Rither Green 4821. (N1066)

ARTHUR E. GOULD, 290-2, Regent St., W.1. (N1062)

FORD main dealers and distributors for immediate delivery of Zephyrs, Zodiacs, Consuls, etc. Tel. Langham 1594/5. (N1012/R)

RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; delivery on payment of a deposit; cars, motor cycles and 3-wheelers welcomed in exchange.—**Kilburn Bridge, N.W.5.** Maiden Vale 6044. Open to 8 p.m. 6 days a week. (N0779/R)

ALDARDS MOTORS, Ltd., Acce Lane, Brixton, S.W.2. (N0779/R)

MAYFAIR Ford distributors; consult us for delivery of all Ford models, Brixton 6431-2-3-4. (N0864/R)

OVERSEAS residents, enquiries Export Dept. Macaulay 3201. (N0864/R)

NEW Ford Zodiac from stock (including Purchase Tax), £3,017/7. (N0864/R)

NEW Ford Consul convertible, Dorchester grey; delivery from stock (including Purchase Tax); £2,897/7. (N0864/R)

DISTANCE no object.—**Smith & Landers (Engs.), Ltd.**, Ormskirk, Tel. Ormskirk 3211. (N0763)

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (N0897/R)

IMMEDIATE delivery Consuls, Zephyrs, Zodiacs; choice of 10.—**Sharwood Motors**, 52, Uxbridge Rd., W.5. Ealing 1475. (N0757)

WEST LONDON MOTORS offer you immediate delivery of Ford Consuls, all facilities.—235-237, Fulham Palace Rd., W.6. Ful. 0056. (N0507)

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (N03054/R)

R. C. WIMBUSH, Ltd. Ford stockists; part exchange; hire purchase facilities.—312, Earsie Court Rd., London, S.W.5. Fremantle 8401. (N04056)

MAYFAIR and West End agents; new models for immediate delivery.—**Ripon, Ltd.**, 15, Albemarle St., Mayfair, London, W.1. Hyde Park 2262-3-4. (N03052)

F. H. PEACOCK, Ltd. main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). (N0592/R)

FORD Consul saloon, blue, p.v.c. and heater; Ford Zephyr saloon, grey, p.v.c. and heater;—**Brew Brothers, Ltd.**, 133, Old Brompton Rd., S.W.7. Fremantle 3353. (N10683)

FORD Consul, green/beige hide, htr.; list, ex. change.—**Nash & Root, Ltd.**, 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) Bati. 2252. (N03622)

PEACOCKS OF FOLKESTONE, Ltd. main Ford dealers.—Sales and service; insurance.—219-221, rooms, 130, Sandgate Rd.; works and offices, 104, Ford Rd., Folkestone 51222 (3 lines). (N0464/R)

FORD

1956 Ford Consul saloon, immediate delivery; list price.—**Ripon, Ltd.** (Consuls Purchased), 15, Albemarle St., Mayfair, W.1. Hyde 2952. (N3052)

WHY not take immediate delivery now of your new Ford Zodiac or Zephyr saloon, or Ford Consul saloon or convertible; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (N2008)

CONSUL convertible, black/beige, immediate delivery, cash or terms up to maximum period.—**Wilson's Automobiles & Coachworks, Ltd.**, 54, Acce Lane, S.W.2. Brixton 4011. (N0485/R)

BRITAIN and back, overseas residents visiting Britain may buy new Fords without purchase tax for use in Britain and subsequent export, delivery airport or London, immediate resp. enquiries.—**Steele Griffiths, Ltd.** London, S.E.5. Enigma 0468

LAMBS of WOOD GREEN for your new Ford; most models available now; we shall be pleased to accept any car, even pre-war, in part exchange; come and see us, we are London's best buyers.—**Finchley showrooms**, 441-443, High Rd., Finchley, N.12. Finchley 6222. (N2052)

FRAZER NASH

REQUESTS for literature to the manufacturers.—**Frazer Nash Cars**, Isleworth, Middlesex. Hounslow 0011. (N2015)

RAYMOND WAY

OFFICIALLY appointed distributors for this new 3-wheeler for the counties of Middlesex, Essex, Beds, Suffolk, Kent, Surrey, North London district; trade enquiries invited from these areas; list price from £250/17, including P.T.; immediate delivery of all colours and models from 14 deposit.

RAYMOND WAY, Kilburn Garage, N.W.6. Maiden Vale 6044. Open to 8 p.m. 6 days a week. (N0994/R)

SLOOMBERS, Ltd., 3-wheeler specialists.

NEW waiting, immediate delivery from stock, the amazing, economical Gordon, standard or deluxe model 197cc 2-strokes, 75 m.p.g., £5 per year road tax; part exchange cars or motor cycles.—32-52, Dudden Hill Lane, N.W.10. Willenden 4569. (N04017)

NEWTONS OF WEMBLEY

EXCLUSIVE Routes retailers, for prompt delivery all Hillman models; demonstration cars available; part exchange, confidential credit facilities; view the Gay Look range at:—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall) Arnold 5252 (4 lines). (N0776)

HATTON CROSS GARAGE offer:—

NEW Hillman special saloon, also convertible, immediate or favourable delivery.—**Great South West Rd., Feltham, Feltham 2176.** (N2092)

ROBERT SERVICE GARAGE, Finchley, authorised dealers.

CONSULT us for deliveries and exchanges.—201-293, Ballards Lane North Finchley, N.13. Hillside 4011-4405. (N0798/R)

1956 Husky, immediate delivery, list price.—**Market Garage, Riving 2049.** (N0766)

MILNEX de luxe saloon, pearl grey, April yellow, pre-Budget price, £702/7/6; one only.—**Archway Motors, Walton-on-Thames 2876.** (N0766)

HILLMAN Estate car, pearl grey and elephant grey; £586/17.—**Brew Brothers, Ltd.**, 133, Old Brompton Rd., S.W.7. Fremantle 3353. (N10683)

SMITH AUTO CO., Ltd., Area Dealers for Routes Group, offer favourable delivery of the Hillman range—145, London Rd., Croydon 2115 (3 lines). (N0766)

ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—**Woodrich Rd., Charlton, S.E.7.** Greenwich 1859. (N0880/R)

HUDSON

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, are now booking orders for early delivery of the new Hudson Rambler and other models.

HUDSON spare and service are available at Spikins (Twickenham), Ltd., 83-101, Heath Rd., Twickenham, Middlesex. Tel. Pop 1036-6-7-8. (N0478/R)

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributor, County of Lancashire and Cheshire, sales, spares, Tel. Ard. 4561-7. (N0895/R)

NEWTONS OF WEMBLEY

EXCLUSIVE Routes retailers for prompt delivery Haux and Super Snipe, 1956 range on view at our showrooms; demonstration cars available; part exchange, confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall) Arnold 5252 (4 lines). (N0776)

HUDSON Super Snipe, finished in burgundy; pre-Budget price, £1,356/10/10.

HUDSON Hawk standard saloon, blue; pre-Budget price, £1,014/0/10.—**Brew Brothers, Ltd.**, 133, Old Brompton Rd., S.W.7. Fremantle 3353. (N10683)

IMMEDIATE delivery, Humber Hawk and Super Snipe; choice of colours; some at pre-Budget prices.

R. S. MEAD (SALES), Ltd., Area Dealers, 10, Queen St., Maidenhead, Tel. Maidenhead 5431-2. (N3011)

SMITH MOTORS OF DULWICH for Humber.—285, Rye Lane, S.E.15. New Cross 6767. (N0643/R)

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—**Leisham Bridge, S.E.13.** Lee Green 8585. (N0720/R)

IMMEDIATE delivery.—**Humber Hawk, Corinth blue/ivory mist**, at pre-Budget price.—**Cranleigh Motors, Tel. Cranleigh 525.** (N0766)

HUMBER Hawk—**Try Motorsists (London), Ltd.**, Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

SMITH AUTO CO., Ltd., Area Dealers for Routes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon 2115 (3 lines). (N0766)

NEW CARS FOR SALE

MORRIS
KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (192054/R)

NEW Morris Oxford saloon, black list, immediate.—N Dixon's Garage 154, West Hill, Putney, S.W.15. Putney 0396. (N1075)

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vigilant 4444. (12775)

MORRIS Oxford and Morris Cowley, in full range of colours, for immediate delivery.—J. A. & Sons, Ltd., Morden Rd., S.W.19. Liberty 6221. (N2043)

IMMEDIATE delivery. New 1956 Morris Cowley. Clarendon way, 4745/17, ex-works, exchanges welcomed.—Bader Garage, Blandford, Dorset. Tel. 515. (17756)

WEST LONDON MOTORS can accept a few orders for Morris saloons for reasonable delivery; all facilities.—205/200, Fulham Palace Rd., W.6. Ful. 0066. (18058)

FOR immediate or early delivery all models contact Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. Part-exchanges welcomed. Finance terms arranged. (N1070)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for earliest delivery of all models, including light commercials.—34, Acce Lane, Brixton, S.W.2. Brixton 4011. (N4085/R)

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—7, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 5151-6. (10264/R)

YOU couldn't do better than secure early delivery for your new Morris Oxford or Morris Minor saloon, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (N2008)

SMITH & HUNTER, Ltd., specialists.—Car and service agents, fullest facilities; available now. Morris Cowley; exchanges, deferred terms.—376-3, Kensington High St., W.8. Western 2112. (N3012)

MEES & MEES, Ltd. (Est. 1895). Morris specialists for past 30 years offer early delivery of most models including light commercials; part exchange and extended terms.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

NASH
NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5556-9. (1052/R)

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 12, Rus. 2274. (1019/R)

PACKARD
SOLE Concessionaires, Leonard Williams & Co., Ltd., Piccadilly Buildings, Great West Rd., Brentford, Middlesex. Ealing 340. (10730/R)

PANHARD
A REVELATION in revolutionary motoring! Up to 35 mph and 47 m.p.g., 6 seats, flat floor, amazing acceleration, superior road holding, safety, comfort, appearance. Overdrive. Try the aerodynamic 42 bhp air-cooled (Ford Dyna saloon); agency enquiries invited.—Taitford & Fraser, 10, Winchester Mews, London, N.W.3. Pri. 6159. (N4100)

PEUGEOT
TOM KNOWLES

TOM KNOWLES, Peugeot Concessionaires, 16, Brick St., Piccadilly, W.1. Grosvenor 5673-4. (10598/R)

MAYDAY MOTORS, Ltd.

PEUGEOT Distributors, 1955 models in stock.

MAYDAY MOTOR, Ltd., Mayday Rd., Croydon, Thornton Heath 3473-5. (10977/R)

403 6-cylinder saloon and the 203 range for immediate delivery.—Lockhart's Service Depot, Children Rd., Deptford, S.E.14. Tel. 114. (10581/R)

G. K. BACLAND, Automobile Engineers, Alfred Place, Wokingham, Tel. Wokingham 5769. Peugeot distributors Sussex and South Coast. (1806)

PEUGEOT Distributors, East Dorset, South Wilts and West Hants.—L.M.B. Motors, 142, Malmesbury Park Rd., Bournemouth, Boscombe 33267. Immediate delivery. (N3090)

PANTILES SERVICE GARAGE, Ltd., Guildford 5330, Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex. Immediate delivery 203 and 403 models. (N3035)

YORKSHIRE—Distributors for Peugeot cars, immediate delivery of the 203 and 403 saloons, sales and service.—Newton of Huddersfield, Ltd., Automobile Distributors, Viaduct St., Huddersfield. Tel. Huddersfield 3511 (5 lines). (1666)

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the W. & S. of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon. Tel. Croy. 7211/7217. (10391/R)

PONTIAC
SIMPSON'S offer—

1956 new Pontiac saloons r.h.d., convertibles l.h.d., choice of colours, orders accepted now for early delivery, price and details upon application.

SIMPSON'S MOTORS (WIMBLEY), Ltd. (American car specialists), 345, High Rd., Wembley 9691-5903. (N4015)

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Faxman 7250-4. Also at Pontiac Works, Parkgate Rd., Acoed, Berks. (10390/R)

PORSCHE
EUROPEAN CARS, Ltd., Porsche retailers, offer 1956c hand tun mode early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Farnham 7722. (10926/R)

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N2015)

RELIANT
SLOCUMBER, Ltd., 3-wheeler specialists.

NO waiting, immediate delivery from stock, the renowned Reliant Regal 6-seater, 50 m.p.g., 747 cc., 4-cylinder, £5 per year road tax; part exchanges cars or motor cycles.—50-52, Dudden Hill Lane, N.W.10. Willesden 4669. (N4017)

ROWLAND SMITH'S for Reliant 3-wheeler.

IMMEDIATE delivery; coupe model, choice of colour.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4016)

RENAULT

RAYMOND WAY.

FOR your Renault 750cc saloon for immediate delivery on 1/4 deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 5 p.m. 6 days a week. (10777/R)

METROPOLIS GARAGE, Ltd., London distributors for Renault.—1-31, Maclean Rd., W.14. She 5385-6-7. (10264/R)

FRED GUY for new Renaults, immediate delivery, terms and exchanges.—198, Kings St., W.6. Riverside 5131. (10085/R)

750 cc. demonstrator; at Rudd, of Worth, quick delivery; special service; terms exchanges.—Adjacent Central Station Worthing 7775-4. (10697/R)

RENAULT sales and service, immediate delivery of 1955 de luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, W.1. Sloane 4126. (10186/R)

DENHAM SERVICE STATION (distributors for Bucks) for new Renault 750 and 2-litre models. Demonstrations available. Tel. Denham 2266. Part-exchanges welcomed, finance terms arranged. (N1070)

1956 750 4-door saloons, immediate delivery, in green or blue; terms, exchanges.—St. Botolphs Garage, Renault Distributors, Magdalen St., Colchester 2633. (17646)

COX'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Frangais in stock available for demonstration; generous part exchanges and terms.

COX'S MOTORS, Conduit St., Leicester. Tel. 60319. (N1059)

WILSONS can arrange demonstration on the amazing new clutchless Renault 750cc; before deciding to buy any car be sure to have a demonstration of this new method of driving.

WILSONS AUTOMOBILES AND COACHWORKS, Ltd., 1, Dorking Rd., Epsom. Epsom 3001. (N4085/R)

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Frangais and 750 saloons; we give the best in sales and service.—39-65, Belgrave Rd., N.W.6. W. Tel. Mai. 5355. (10110/R)

RILEY

THE WOODCOOTE MOTOR Co., Ltd.

RILEY Retail Dealers.

TELEPHONE Epsom 1234.

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., Grosvenor 5551. (N2054/R)

RILEYS—Try Motocars (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

A REA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembley 2636. (10765/R)

FOR immediate or early delivery all models contact Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. Part-exchanges welcomed. Finance terms arranged. (N1070)

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (N1059/R)

GLOUCESTER House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. (N1059/R)

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREPAIR, Northampton. Tel. 51623. (N500/R)

DAVID ROSENFELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 25-42, Peter St., Manchester. 2 Deansgate 6671.

SERVICE Station remains at Cheetham Hill Rd., Manchester. 8 Tel. Blackfriars 2308. (10561/R)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce and Bentley distributors of Silver Wraith and Park VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (10416/R)

ROVER

ODEON MOTORS, Ltd., Ramet, Herts. Tel. Ramet 1144. (N3026/R)

COMBES & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey; St. Catherine's Garage, Guildford 2267-8. (N3048/R)

KJ MOTORS, Ltd., N.W. Kent's leading Rover car dealers, Bromley. Ref. 3456. (10637/R)

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Flocadilly, W.1. (Grosvenor 2297).

HENLY House 285, Euston Rd., N.W.1. (Euston 10154/R)

DORLING MOTOCAR Co., Ltd., main dealers. 30, 75 and 60.—Dorling 2256. (N1068)

NEW 90 in duo grey with overdrive for early delivery. —Elliot's of Bideford (Tel. 744), Devon. (7163)

BEKILL—F. Dodson, Ltd., Rover distributors. Bexhill Garage, Middlesex Rd. Tel. 2352-3. (10951/R)

CROYDON Main Agents, Leathwoods Garages, Ltd., 205, St. James's Rd., Croydon. Thro. 122. (10063/R)

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (N2054/R)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4318. (10451)

NORTHAMPTONSHIRE and North Bucks.—Grose, 30, 75 and 60.—Northampton 5162. (10001/R)

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1935.—Ace of Herts Garage, Watford 4026. (10951/R)

A CLAND & TABOR, Ltd., Western By-Pass, Herts. A Welwyn 361-2-3, offer immediate delivery Rover 50 saloon, blue; maximum h.p. terms available; 1/4 down, balance over 2 years. (N1001)

TRINITY CARS, Ltd., Rover stockists, delivery enquiries invited for Rover 90, immediate delivery Land-Rover.—Trinity Cars, Ltd., 94, North Side Wandsworth Common, S.W.18. Vandyke 1168. (N4634)

ROSENFELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 38-42, Peter St., Manchester. 2 Deansgate 6671. Service station remains at Cheetham Hill Rd., Manchester. 8 Tel. Blackfriars 2302. (10968/R)

LAND-ROVER

LAND-ROVER, all models available.—Odeon Motors, Ltd., Bar. 1144. (N3026)

LAND-ROVER, quick delivery; part exchange, deferred terms.—Leonard Williams & Co., Ltd., Piccadilly Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (17206)

SIMCA

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mavair 0821/2. (N3040)

WE value cars in part exchange.—Performance Cars, Brentford Middlesex. Ealing 3941. (N3041)

MAYFAIR GARAGES, Ltd., accredited West-End Simca stockists, for your new 1956 Aronde Elysée saloon, highest allowance for any make in part-exchange.—Balderson St., W.1. Mayfair 5104-5. (N3009)

SEVERAL low-mileage, mod. 1955 ex-demonstration cars available, a few new shop-soiled 1955 Arondes also available, on some the full 6 months' guarantee still applies.—Write Flat (Expend) Ltd., Water Rd., Wembley Middlesex or Tel. Farnley 5651. (10765/R)

WHY pay more for your new 1955 Simca Aronde saloon when you can buy at bargain price and save over £100 upon the new list price; if you are looking for a family saloon with sports car performance, a car to suit your personality and to match your skillful driving—you cannot beat the 1955 Simca Aronde; only a few of these saloons available at the special price of £799 including heater; your present car welcome in part payment at its current market value and credit facilities available.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (N2006)

SINGER

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village London, N.6. Tel. Mountview 4444. (N4021)

WE value cars in part exchange.—Performance Cars, Brentford Middlesex. Ealing 3941. (N3041)

SMITH MOTORS OF DULWICH for Singer.—101, Barry Rd., S.E.22. New Cross 6611. (10644/R)

TRADE and retail agents; full range on show at the 100% Singer specialists.—Autocenters, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. (10765/R)

IMMEDIATE delivery new Singer Hunter saloon at pre-Budget price; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. Highgate 2273-4. (1672)

A NEW Hunter for immediate delivery, pre-Budget price and a saving of nearly £60; price £975/1/6, including tax; terms and exchanges.—O. E. Lawrence (Motors), Ltd., Singer Distributors. Tel. Arnhem 368. (17221)

STANDARD

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (N4021)

SHAW MOTORS, Ltd.

IMMEDIATE delivery Standard Super 8 de luxe saloon; place your order now for earliest delivery of all models; part exchanges, deferred terms, open day and night.—Shaw Motors, Ltd., 666-676, Garrat Lane, S.W.17. Wim. 3031-3-3. (N4008)

HATTON CROSS GARAGE offer:—

New Standard 8 and 10, immediate or favourable delivery.—Great South West Rd., Feltham, Feltham 2176. (N3036)

STANDARD Super 8 saloon.—G. W. Wilkin, Ltd., 10, Weymouth Park, Kingston. Kin. 8104. (N3035)

SUPER 8 from stock, one only; list, old P.T.—10, Winchester Mews, N.W.8. P.W. 6159. (N4100)

NEW CARS FOR SALE

HALLS (FINCHLEY), Ltd.
STANDARD and Triumph area dealers; all models available for inspection; part exchanges, H.P. terms—386, High Rd., North Finchley (Tally Ho) W.12. (Tel. 1041) 16559

ROWLAND SMITH'S for Standard.
IMMEDIATE delivery Vanguard, 8 and 10 de luxe saloons.
PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 5041. (N4018)

BERKELEY SQUARE HOUSE GARAGE.
EXCLUSIVE Standard retail dealers.
OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.
BERKELEY Sq., London, W.1. Grosvenor 4343. (N4056/R)

WHITES GARAGE, Ltd., OF GRIMSBY, offer
EARLY delivery of Standard cars, all models: Standard distributors for 34 years.
WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5456. (N4075/R)

STANDARD 10 saloon—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N3018)

NEW Standard Vanguard Estate vehicle; immediate delivery—Vintage Engineering, Market Deeping, Lincs. 1764

JOHN S. TRUSCOTT, Ltd., for Standard; immediate delivery—173, Westbourne Grove, W.11. Bayswater 4274. (N4055)

STANDARD 9 saloon—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N3018)

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms—S. F. Erskine & Sons, Ltd., Tel. Woking 3322. (N4051)

STANDARD 8, 10 cwt pick-up truck, immediate delivery—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1041. (N3063)

KJ MOTORS, Ltd., N.W. Kent's leading Standard, Triumph area dealers; favourable delivery on some models—Brooklyn, Kent. Rav. 5456. (N4084)

NEW Standard Super 10 saloon, birch grey/red, best immediate—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0306. (N4073)

STANDARD car specialists in sales and service; deferred terms—Starnes Motors, 103, Crickeledown Broadway, London, N.W.2. Gladstone 2480. (N4051/R)

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon Cro. 6085—Standard and Triumph main distributors in areas of Surrey and Kent. (N4026/R)

NEW CROSS CAR MART, Ltd., offer immediate delivery Standard 8 and 10; part exchange and hire purchase—69-71, Lewisham Way, S.E.14. Aiseway 2966. (N3064)

IMMEDIATE delivery Standard 8 and 10, early delivery terms; part exchanges welcomed—Kirkdale Cars, Kirkdale, Sydenham, London, S.E.26. Sydenham 6129. (N4066)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 431-4-3, offer immediate delivery Standard Super 8, black; maximum h.p. terms available, 1/2 down, balance over 2 years. (N1001)

WILSONS—Standard 10 Companion for immediate delivery; other models also in stock—Wilson's Automobiles & Coachworks, Ltd., 81, Acute Lane, S.W.2. Brixton 5011; 1-3, Dorking Rd., Epsom 3501. (N4085/R)

STANDARD Family 8, blk./red, list Standard Eight 4/10, 4/12, 4/14, 4/16, 4/18, 4/20, 4/22, 4/24, 4/26, 4/28, 4/30, 4/32, 4/34, 4/36, 4/38, 4/40, 4/42, 4/44, 4/46, 4/48, 4/50, 4/52, 4/54, 4/56, 4/58, 4/60, 4/62, 4/64, 4/66, 4/68, 4/70, 4/72, 4/74, 4/76, 4/78, 4/80, 4/82, 4/84, 4/86, 4/88, 4/90, 4/92, 4/94, 4/96, 4/98, 4/100, 4/102, 4/104, 4/106, 4/108, 4/110, 4/112, 4/114, 4/116, 4/118, 4/120, 4/122, 4/124, 4/126, 4/128, 4/130, 4/132, 4/134, 4/136, 4/138, 4/140, 4/142, 4/144, 4/146, 4/148, 4/150, 4/152, 4/154, 4/156, 4/158, 4/160, 4/162, 4/164, 4/166, 4/168, 4/170, 4/172, 4/174, 4/176, 4/178, 4/180, 4/182, 4/184, 4/186, 4/188, 4/190, 4/192, 4/194, 4/196, 4/198, 4/200, 4/202, 4/204, 4/206, 4/208, 4/210, 4/212, 4/214, 4/216, 4/218, 4/220, 4/222, 4/224, 4/226, 4/228, 4/230, 4/232, 4/234, 4/236, 4/238, 4/240, 4/242, 4/244, 4/246, 4/248, 4/250, 4/252, 4/254, 4/256, 4/258, 4/260, 4/262, 4/264, 4/266, 4/268, 4/270, 4/272, 4/274, 4/276, 4/278, 4/280, 4/282, 4/284, 4/286, 4/288, 4/290, 4/292, 4/294, 4/296, 4/298, 4/300, 4/302, 4/304, 4/306, 4/308, 4/310, 4/312, 4/314, 4/316, 4/318, 4/320, 4/322, 4/324, 4/326, 4/328, 4/330, 4/332, 4/334, 4/336, 4/338, 4/340, 4/342, 4/344, 4/346, 4/348, 4/350, 4/352, 4/354, 4/356, 4/358, 4/360, 4/362, 4/364, 4/366, 4/368, 4/370, 4/372, 4/374, 4/376, 4/378, 4/380, 4/382, 4/384, 4/386, 4/388, 4/390, 4/392, 4/394, 4/396, 4/398, 4/400, 4/402, 4/404, 4/406, 4/408, 4/410, 4/412, 4/414, 4/416, 4/418, 4/420, 4/422, 4/424, 4/426, 4/428, 4/430, 4/432, 4/434, 4/436, 4/438, 4/440, 4/442, 4/444, 4/446, 4/448, 4/450, 4/452, 4/454, 4/456, 4/458, 4/460, 4/462, 4/464, 4/466, 4/468, 4/470, 4/472, 4/474, 4/476, 4/478, 4/480, 4/482, 4/484, 4/486, 4/488, 4/490, 4/492, 4/494, 4/496, 4/498, 4/500, 4/502, 4/504, 4/506, 4/508, 4/510, 4/512, 4/514, 4/516, 4/518, 4/520, 4/522, 4/524, 4/526, 4/528, 4/530, 4/532, 4/534, 4/536, 4/538, 4/540, 4/542, 4/544, 4/546, 4/548, 4/550, 4/552, 4/554, 4/556, 4/558, 4/560, 4/562, 4/564, 4/566, 4/568, 4/570, 4/572, 4/574, 4/576, 4/578, 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1895 Full comprehensive or 3rd party from 1895; no extra, or age of car; immediate cover; no claim bonus on transfer—Markiewicz, 38, Lansdowne Crescent, London, W.11. Park 7176. All B.A.O.R. M.E.P. P.P.O. insurance effected. [10363/R]

LOWEST rates for cars of any make or age, annual or short period policies, instalments; immediate cover; no claim bonus up to 35% allowed on transfer—Dept. C, Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., S.E.1 (opp. County Hall Licensing Dept.). Waterloo 6075. [10651/R]

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THE best at the lowest price, we guarantee to save you money.

SPECIAL offer: Loose covers perfectly tailored in checks, heaviest quality Bedford cord, and finest quality rayon tartan available for over 160 cars, 1935 to 1955, complete sets from 30/-, patterns with pleasure—Quinn, 127, High Rd., Wilmonington, Dartford, Kent, Dartford 3240. [10558/R]

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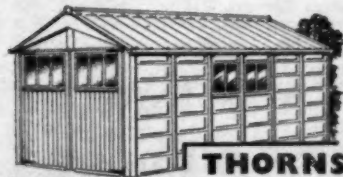


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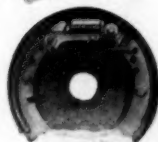
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